

# LABOR CLARION

The Official Journal of the San Francisco Labor Council and the California State Federation of Labor.

Vol. V.

SAN FRANCISCO, FRIDAY, OCTOBER 5, 1906.

No. 31

## Arbitration Commenced—The Demands Made by the Four Unions

The machinery of the Arbitration Board which is to pass on the demands of employees of the United Railroads for improved conditions has finally been set in motion. The four unions that are parties to the arbitration proceedings, have selected Albert M. Johnson to act as counsel before the board, and on Tuesday, in accordance with the rules of procedure formulated by the Board of Arbitration, the demands of the unions were formally presented to the arbitrators. Supplementing the schedules of each of the unions were brief statements giving the reasons for the demands made.

The various schedules and statements were presented to the United Railroads as well as the arbitrators, and the company is preparing its answer thereto. When the Board of Arbitration has received the answer of the United Railroads to the demands of its employees it will definitely determine a mode of procedure to govern its work. It has been practically determined that the general proceedings of the board will be public, but the place in which the board will hold its sessions has not yet been selected.

Rev. Peter C. Yorke, Francis J. Heney and Chief Justice William Beatty—the arbitrators—are, of course, all extremely busy men, and are undoubtedly disposed to conclude the important work they have undertaken as soon as possible, and as both parties to the controversy have expressed a desire for a speedy settlement of the issues, it seems certain that the arbitration proceedings will be concluded during the month.

There has been no change made with respect to the order in which the cases of the unions will be passed on by the arbitrators. The demands of the Electrical Workers, No. 151, will be first considered, and then, in the order given, the Stationary Firemen, the Street Railroad Construction Workers and the Street Carmen will be heard.

The schedules presented by the several unions, together with statements in support of these schedules, are as follows:

### ELECTRICAL WORKERS.

On the 26th day of July, 1906, the electrical workers, through their local, No. 151, submitted to the company the following scale of wages and hours, viz.:

Armature Winders and Electrical Machinists in power houses—Journeyman not less than \$4 per day, instead of \$3.50; one apprentice to every four journeymen or fraction thereof; apprentices to receive not less than \$2.50 per day the first year and every six months thereafter he shall receive an increase of 37½ cents per hour until his salary reaches that of the journeymen.

Station Shopmen and Lamp Repairers—Journeyman shall receive not less than \$3.50 per day; apprentices shall receive not less than \$2.50 per day.

Station Construction and Wiremen—Foremen working shall receive not less than \$4.50 per day; journeymen shall receive not less than \$4 per day; apprentices shall receive not less than \$2.50 per day.

Station Operators—Operators in charge of watch in power houses and generating stations shall receive not less than \$110 per month instead of \$85 and \$90 per month. Operators in stations having

rotaries and motor generators shall receive not less than \$100 per month, instead of \$80. Operators in stations having only stationary transformers and switchboards shall receive not less than \$90 per month.

The above three classes of operators demand one day off every month with full pay.

Dynamo tenders shall receive not less than \$2.50 per day, instead of \$65 per month. Dynamo wipers shall receive not less than \$2.25 per day, instead of \$60 per month.

Underground Men and Joiners and Splicers—Shall receive not less than \$4.50 per day; apprentices shall receive not less than \$2.50 per day for the first year of experience, and every six months thereafter he shall receive an increase of 50 cents per day until his pay equals that of a journeyman, then he may qualify as a journeyman.

(There are no employees at present embraced within this class.)

In no department will an apprentice be allowed to work on any high potential work, unless assisting a journeyman. By high potential is meant a wire carrying a voltage in excess of 600 volts. (There has been no rule in this respect hitherto.)

Linemen—Foreman in charge of two or more men shall receive not less than \$4.50 per day, instead of \$3.75; journeymen shall receive not less than \$4 per day, instead of \$3.50; apprentices shall receive not less than \$2.50 per day for the first year of experience, and every six months thereafter he shall receive an increase of 37½ cents per day in salary until his pay equals that of a journeyman, then he may qualify as a journeyman. One apprentice will be allowed to every four journeymen or a fraction thereof. (This in lieu of existing arrangements, which, like all those at present in force relating to apprentices, are indefinite and discretionary with the company.)

Carbarn and Truckmen—Foreman in charge of two or more men shall receive not less than \$110 per month, instead of the present scale of wages; journeymen shall receive not less than \$100 per month, instead of \$2.50 and \$2.80 per day; apprentices shall receive not less than \$2.50 per day for the first year of experience, and every six months thereafter he shall receive an increase of 25 cents per day until his pay equals that of a journeyman, then he may qualify as a journeyman. (This in lieu of the practice that now prevails, which is the same as above noted with respect to apprentices in other lines.)

Working Rules—There being no settled rules in force at the present time, the company having the right to change them whenever it so desires, the following rules have been framed:

Eight hours instead of ten shall in all cases constitute a day's work. The hours shall be from 8 o'clock a. m. until 12 m. and from 1 p. m. to 5 p. m. But where the men work different than the regular shifts eight consecutive hours shall constitute a day's work. Overtime shall be double time for all overtime work in all departments. Double time shall be paid on all holidays and Sundays instead of one and a half time. The holidays shall be as follows: New Year's, Decoration Day, Fourth of July, Labor Day, Admission Day, Thanksgiving and Christmas.

But where any of these holidays fall on a Sunday the Monday following shall be considered a holiday.

But this shall not apply to or include operators working in stations, repair men in car barns, dynamo tenders and dynamo wipers, who are otherwise provided for.

Journeyman shall not be required to work on any high potential work unless assisted by another journeyman. By high potential is meant a wire carrying a voltage of over 600 volts. In no case shall an apprentice be required to do any work belonging to the respective crafts unless assisting a journeyman.

The employees shall also receive their salary semi-monthly, instead of monthly.

These demands are made, because (among other reasons):

(a) The nature of the employment justifies them, it being arduous and hazardous, besides requiring considerable experience and a high degree of skill;

(b) The United Railroads has paid less for this class of work than any other employer,

(c) This scale of wages and hours is in force all over the Pacific Coast, including San Francisco.

(d) The conditions now prevailing in San Francisco furnish abundant reason for the change requested.

(e) The scale is reasonable; it can be adopted without injury to the company, and it is necessary to enable the men to maintain the present standard of living in San Francisco.

(f) See also specifications 5 and 6 under IV. (The carmen's case.)

Local Union No. 151, International Brotherhood of Electrical Workers.

By H. L. WORTHINGTON, P. D. C.  
ALBERT M. JOHNSON, Counsel for Union.

### STATIONARY FIREMEN.

The union demands:

1. Eight (8) consecutive hours, instead of ten (10), shall constitute a day's work.

2. Water-tenders shall receive \$3 per day, instead of \$2.50.

3. Wipers shall receive \$2.50 a day, instead of \$2.

4. All work done in addition to the regular eight (8) hours daily shall be considered as overtime and paid for accordingly. Sundays and holidays also to be considered as overtime. All overtime to be paid for at the rate of time and a half.

These demands should be granted, because

(a) The company has enough men now to operate its entire plant on the eight-hour basis.

(b) The plant of the United Railroads is a twenty-four-hour plant, and every such plant should be operated on an eight-hour day basis.

(c) The scale demanded by the union is reasonable and fair, and nothing less will enable the men to meet the present standard of living.

(d) This schedule is in force elsewhere on the Pacific Coast.

(e) Present conditions especially, which must continue indefinitely, justify these demands, and make the scale now in force unreasonable and inadequate.



(f) See also specifications 5 and 6 under IV. (The carmen's case.)

Local Union No. 86, International Brotherhood of Stationary Firemen.

J. H. SMITH, President.

ALBERT M. JOHNSON, Counsel for Union.

#### STREET RAILROAD CONSTRUCTION WORKERS.

The claims made by the union in behalf of the men are:

1. An eight-hour workday instead of a ten-hour day.
2. A minimum for laborers of \$2.50 a day instead of a varying scale ranging from \$2 to \$2.50.
3. A minimum for handy men (semi-mechanics) of \$2.75 per day instead of \$2.50.
4. A minimum for pavers of \$3.50 a day instead of \$2.50.
5. Work on Sundays, holidays and night work up to 12 o'clock midnight to be paid for at one and a half time as now, but night work from midnight to 8 o'clock a. m. to be paid for at the rate of double time instead of one and a half time.
6. Night watchmen on outside jobs to receive \$2.50 a night instead of \$2.
7. Badges and tickets to be allowed as heretofore.

These claims are based upon the following grounds, among others:

(a) This schedule of hours and wages is necessary to enable the men to meet existing conditions of life in San Francisco.

(b) The present demand for labor is in excess of the supply.

(c) Similar rates of hours and wages prevail elsewhere in California.

(d) The price of labor in all branches of industry has greatly advanced in San Francisco since April 18, and it is only fair to the workmen in these lines that they should receive a share of this general increase.

Street Railway Construction Workers, Local No. 12,266, American Federation of Labor.

W. G. FULLER, Business Agent.

ALBERT M. JOHNSON, Counsel for Union.

#### STREET CARMEN.

The Amalgamated Association of Street and Electric Railway Employees of America, Division No. 205 (the union) has made the following requests of the United Railroads and now submits the same to the board of arbitration, viz.:

1. A uniform eight-hour day for all men under the union's jurisdiction, embracing platform men, carhouse men (except those who belong to some national or international organization), switchmen, levermen, track sweepers and oilers, car washers and janitors, car cleaners and signal men.

2. A flat rate of \$3 a day for platform men instead of the present schedule, which is 25 cents an hour for the first year, 26¼ cents for the second year and 27½ cents for the third year and thereafter, and a proportionate increase for all other than platform men.

The Street Carmen presented the following statement in support of their demands:

Present conditions in San Francisco demand this schedule of hours and wages.

This schedule is necessary to enable the men to meet the present standard of living in San Francisco, the cost of living, especially house rent, having largely increased since April 18.

Wages previously received by the men were in any event inadequate, considering the nature of the employment and the business.

Since April 18 the work of the men has become more difficult and dangerous, requiring a higher degree of skill and demanding a greater exercise of the faculties with much more endurance.

The United Railroads is a public service corporation, not a private employer of labor. Its right to transact its business and use the public property comes from franchises granted by the people, and it owes a duty to the people, among whom are its employees, not only to render to the public its most efficient service, but also to deal most liberally with its employees and pay the highest wages possible.

By the earthquake and fire of April 18 the United Railroads was greatly benefited. By reason thereof it has received from the people for nothing privileges worth many hundreds of thousands of dollars, which otherwise it could not have obtained. These privileges have enabled the company to reduce its operating expenses and increase its earning capacity.

In every department of industry economically considered the amount of profit to the employer is one of the main elements constituting the wage of the employee. Where competition is possible the benefits resulting from improved industrial appliances, greater skill of the workman, reduced cost of operation, etc., are necessarily distributing, though not equally or even equitably among the public (in lower practice), the employee (in higher wages) and the employer (in greater receipts); but where competition is impossible, as in the case of a natural monopoly, of which the United Railroads of San Francisco is a type, all such benefits are appropriated by the employer, the public, whose organization is often inefficacious, getting nothing, and the employee receiving only what a powerful organization and a sound public opinion may compel the employer to give.

The union insists, therefore, that in the case of a public service corporation the men are entitled to a share of the increased profit to which their increased labor has contributed. What that share should be in any given case depends, of course, upon the circumstances of that particular case. In this instance the union confidently submits that the street railway employees of San Francisco are now earning for the company more proportionately than is earned by the employees of any other business in the world, and it is only fair that the company should recognize this by granting the schedule asked for by the union.

All labor has increased in price in San Francisco since April 18, and the Carmen are entitled to share in this general advance.

The street railway employees of Oakland, Point Richmond, Los Angeles and Sacramento have had their wages increased since April 18, and their work is not to be compared in difficulty and danger with the work exacted of its employees by the United Railroads of San Francisco.

Since April 18 the conditions governing the running time of the cars have been disturbed and the cars have been overcrowded to such an extent as to require of the employee a great deal more work than he was formerly compelled to perform, and to entail upon the employee a much greater physical and nervous strain than he was formerly compelled to undergo.

The condition of the streets of San Francisco increases the danger to the men, the passengers and the public.

The streets are filled with debris and building material, and the sidewalks throughout the burned district are destroyed, thus compelling pedestrians to walk in the streets. A great degree of care and caution on the part of the carmen is therefore required, and their work is more arduous and wearing. Stoppages and blockades are frequent. These conditions must necessarily continue during the rebuilding of the city.

Even before the fire the company was making conditions more onerous for the platform men by increasing the speed of the cars, enlarging their size and taking away and lessening the time of the "lay-overs" allowed the men at the ends of the lines.

Since the fire more passengers have been carried per car mile than ever before in San Francisco, while prior to the fire the cars of the United Railroads were carrying more passengers per car mile than any other street railway system in the United States.

The eight-hour schedule is everywhere recognized as the standard, and public opinion is surely forcing the adoption of that standard in all departments of human labor.

The interests of the city demand a higher rate of wages and an eight-hour day.

Due regard for the physical welfare of the men requires a reduction of the hours of labor and an increase in the amount of pay.

The former schedule of hours and wages is below the standard that now prevails in San Francisco for labor requiring similar skill and attended by similar hardships.

Under the former schedule, which required ten hours of labor per day, the carmen were kept on duty longer than a proper regard for their health and happiness warranted.

The proposed schedule of hours and wages can be adopted and enforced by the company without detriment to itself and without impairing obligations to the public.

Amalgamated Association of Street and Electric Railway Employees of America, Division No. 205.

R. CORNELIUS, President.

J. H. BOWLING, Secretary-Treasurer.

ALBERT M. JOHNSON, Counsel for Union.

October 2, 1906.

#### LABOR COUNCIL FINANCES

Following is the report of the Financial Secretary of the Labor Council for the quarter commencing April 14, and ending July 27, 1906:

##### RECEIPTS.

Bakers, No. 24.....	\$ 30 00
Bakery Drivers, No. 106.....	12 00
Pie Bakers, No. 274.....	4 00
Barbers, No. 148.....	30 00
Blacksmiths, No. 168.....	12 00
Blacksmiths' Helpers, No. 316.....	.....
Bookbinders, No. 31.....	18 00
Boot and Shoe Workers, No. 216.....	32 00
Boot and Shoe Cutters, No. 339.....	6 00
Boot and Shoe Repairers, No. 320.....	2 00
Brewery Workmen, No. 7.....	42 00
Beer Drivers, No. 227.....	16 00
Beer Bottlers, No. 293.....	18 00
Pile Drivers, No. 77.....	24 00
Broom Makers, No. 58.....	6 00
Janitors, No. 114.....	16 00
Baggage Messengers, No. 10167.....	8 00
Barber Shop Porters, No. 120.....	8 00
Bootblacks, No. 10175.....	16 00
Bottle Caners, No. 10535.....	8 00
Carriage and Wagon Workers, No. 6.....	4 00
Cigar Makers, No. 228.....	12 00
Drug Clerks, No. 472.....	24 00
Coopers, No. 28.....	6 00
Coopers, No. 65.....	24 00
Coopers, No. 131.....	12 00
Cemetery Employees, No. 10364.....	24 00
Electrical Workers, No. 151.....	28 00
Firemen, No. 86.....	24 00
Garment Cutters, No. 45.....	12 00
Garment Workers, No. 131.....	64 00
Cloak Makers, No. 8.....	24 00
Glass Blowers, No. 22.....	14 00
Gas Workers, No. 9340.....	24 00
Hatters, No. 23.....	6 00
Waiters, No. 30.....	40 00
Bartenders, No. 41.....	14 00
Cooks, No. 44.....	22 00
Waitresses, No. 48.....	24 00
Horse Shoers, No. 25.....	16 00
Jewelers, No. 19.....	12 00
Laundry Workers, No. 26.....	40 00
Leather Workers, No. 57.....	12 00
Tanners, No. 9.....	8 00
Machinists, No. 68.....	60 00
Butchers, No. 115.....	14 00
Machine Hands, No. 11933.....	10 00
Iron Molders, No. 164.....	30 00
Musicians, No. 6.....	42 00
Milkers, No. 8861.....	32 00
Pattern Makers.....	16 00
Photo-Engravers, No. 8.....	12 00
Piano and Organ Workers.....	5 00
Pavers, No. 8895.....	8 00
Paste Makers, No. 10567.....	16 00
Postal Clerks, No. 11991.....	8 00
Street R. R. Employees, No. 205.....	60 00



Rammermen, No. 9120.....	4 00
Sailors' of the Pacific.....	60 00
Marine Cooks and Stewards.....	30 00
Boat Builders, No. 16.....	4 00
Ship Joiners, No. 21.....	8 00
Ship Scalers, No. 11950.....	16 00
Stage Employees, No. 16.....	24 00
Stereotypers, No. 29.....	24 00
Steam Fitters, No. 46.....	8 00
Sail Makers, No. 11775.....	16 00
Ship Drillers, No. 9037.....	8 00
Soap Workers, No. 10385.....	16 00
Stablemen, No. 8760.....	32 00
Sugar Workers, No. 10519.....	40 00
Soda and Mineral Bottlers, No. 10333.....	8 00
Salmon Packers.....	16 00
Tailors, No. 2.....	20 00
Teamsters, Brotherhood of.....	60 00
Hackmen, No. 224.....	12 00
Milk Drivers, No. 226.....	24 00
Laundry Drivers, No. 256.....	18 00
Retail Delivery Drivers, No. 278.....	16 00
Ice Drivers, No. 519.....	4 00
Furniture Drivers, No. 544.....	20 00
Mailers, No. 18.....	6 00
Typographical, No. 21.....	54 00
Upholsterers, No. 28.....	16 00
Undertakers, No. 9049.....	8 00
Picture Frame Workers, No. 147.....	6 00
Box Makers, No. 1524.....	24 00
Wool Sorters, No. 9025.....	8 00
Miscellaneous income.....	3 50

Total . . . . . \$1,724 50

## EXPENDITURES.

Business Agent's Salary.....	\$ 420 00
Stenographer's Salary.....	210 00
Financial Secretary's Salary.....	60 00
Sergeant-at-Arms' Salary.....	10 00
Rent . . . . .	120 00
Printing . . . . .	333 75
Stationery . . . . .	60 85
Postage and Carfare.....	49 45
Telephone and Telegraph.....	7 50
Literature—LABOR CLARION, \$62.50; Daily Papers, \$5.30.....	67 80
Federation . . . . .	8 50
Miscellaneous, including Typewriter and Office Equipment.....	295 95

Total . . . . . \$1,643 80

## RECAPITULATION.

Balance on hand April 13, 1906.....	\$2,124 27
Receipts, April 14, 1906, to July 27, 1906.....	1,724 50

Total . . . . . \$3,848 77  
Expenses, April 14, 1906, to July 27, 1906.. 1,643 80

Balance on hand July 28, 1906..... \$2,204 97

Respectfully submitted,  
P. SCHARRENBURG, Financial Secretary.

In one large room of the Pullman works may be found thin slabs of wood which are valued at their weight in silver. They compose the materials used to decorate sleeping cars. The car makers' agents collect rare woods from many distant lands. The Pullman Company recently received a large quantity of old English oak from an American wood buyer, who had paid \$30,000 for twenty-seven of the forest giants.

The greatest drawback to the propagation of unionism and union ideas today is the insincerity and selfishness of many of its membership.—*Progress.*

The Executive Council of the American Federation of Labor, at its session on September 19, besides authorizing the appointment of more organizers and urging affiliated organizations to do likewise, decided to make every effort to secure the passage of the laws more generally to abolish child labor.

## SAN FRANCISCO LABOR COUNCIL

## Synopsis of Minutes of the Regular Meeting, Held September 28, 1906.

Council called to order at 8 p. m., President Hagerty in the chair; minutes of previous meeting approved as printed in the LABOR CLARION.

CREDENTIALS—Waiters—A. Sleeper, vice E. F. McKenna. Pie Bakers—John Bathman. Electrical Workers, No. 151—F. A. Monahan, vice O. M. Clark. Mailers—T. M. Alsop, E. L. Bangs, vice J. Martin.

COMMUNICATIONS—Filed: From David Milder, requesting Council to give the Socialist candidate for Governor, Austin Lewis, the privilege of the floor. Telegram from Samuel Gompers, briefly stating Theo. A. Bell's attitude toward labor measures while a member of Congress. Minutes of the Allied Provisions Trades Council. Telegram from Frank Morrison, in reference to Steam Fitters on jurisdictional lines. Referred to Executive Committee: Wage scale and agreement of the Rammermen's Local, No. 26. Referred to Tailors' Union: Communication received from the Charles Lyons tailoring firm as to the agreement entered into by the Journeymen Tailors with the firm.

REPORTS OF UNIONS—Waiters—Business good; intend to take effective steps against the Japanese now encroaching upon their craft. Sugar Workers—Report having straightened out difficulty with the Western Sugar Refinery Company, men having been granted time and one-half for all overtime. Glove Workers—Reported that they were still unable to straighten out the difficulty with the Carson Glove Company of San Rafael, Cal. Cloak Makers—Business fair; Siminoff of the Golden Gate Cloak and Suit House still unfair. Bartenders—Progressing well and initiating many new members. Carriage and Wagon Workers—Report that all the employers with the exception of one have granted the eight-hour day. Milk Drivers—Business good; report that J. Finnigan, proprietor of the Morning Star Dairy, is violating union conditions. Milkmen—Report that the union label is being vigorously agitated, sixteen dairies having adopted label already, and believe it is only a short time before all dairies will adopt the same. Butchers—Report that the eight o'clock closing on Saturday night has been put into effect by the butcher shops.

REPORT OF EXECUTIVE COMMITTEE—Recommend: 1—That the wage scale and agreement of Waitresses' Local, No. 48, be endorsed. 2—That the Secretary be requested to communicate with the Sacramento Trades Council, urging them to assist the Coopers in having their wage scale enforced in the Arnold Cooperage Company of that city. 3—That the Secretary wait upon the Charles Lyons tailoring firm for the purpose of getting a written statement from the proprietor as to just what he will do in reference to the agreement formally agreed upon. 4—That the resolution pertaining to Judge Murasky, presented by members of the Waiters' Union, be laid over for one week, awaiting further developments.

LABOR DAY COMMITTEE—Secretary of the committee submitted financial statement and final report of committee, showing a deficit of \$93.35. Moved and seconded that the report of committee be received and the deficit be paid by the Council; carried.

SPECIAL ORDER OF BUSINESS—The special order of business at 9 o'clock was the further consideration of the resolution and report of the Executive Committee on the endorsement of Theodore A. Bell. The resolution reads as follows:

"Resolved, That we endorse the candidacy of Theodore A. Bell for Governor, as we believe it to be the most practical way of defeating our pronounced foe, James N. Gillett, and electing as Governor of this State a man who by his official record while Congressman of the Second District has proven himself to be a representative of all the people instead of the few. His interest in the working classes during his one term as Congressman of the Second Congressional District of California, wherein through his untiring efforts he was fore-

most in securing an appropriation of \$1,500,000 for the building of a collier at the Mare Island Navy Yard. demonstrates fully his belief in the righteousness of labor's demand that eight hours is the proper length of workday under present industrial conditions; also that the Government is the employer through which the working men and women may hope to secure a fairer return from the labor or service they render as producers of our commonwealth, and we earnestly appeal to the members of organized labor or other citizens of our State who desire to throw off the shackles of bossism to join with us in helping to elect to the highest office in the gift of our grand State a man who by his denunciation of bossism shows himself to be a person bound by no ties but his conscience and his sense of fairness."

Moved and seconded that the report of the committee be concurred in; carried. Moved and seconded that the Executive Committee be empowered to send resolution or telegram to President Gompers, requesting him to intercede with William R. Hearst to have William Langdon, candidate for Governor, withdraw; carried. Moved and seconded that the Executive Committee be empowered to wait upon the Democratic State Campaign Committee of this State, requesting committee to wire to the Democratic State Campaign Committee of New York, to use their influence in behalf of the laboring people with Mr. W. R. Hearst, to request the withdrawal of William Langdon, Independence League candidate for Governor; and that the Executive Committee also wire W. R. Hearst, requesting him to have W. Langdon withdraw; carried.

Moved and seconded that the resolution recommended by the Executive Committee in reference to the adoption of a clearly defined political program and independent political party for this State be laid on the table; carried.

NEW BUSINESS—Moved and seconded that the Council levy a boycott against the Carson Glove Company, manufacturing gloves at San Rafael, Cal.; carried. Moved and seconded that the Secretary be instructed to communicate with the building trades' unions affiliated with the American Federation of Labor, urging them to carry out the advice of the American Federation of Labor permitting Steam Fitters to work on all buildings; carried.

RECEIPTS—Gas Workers, \$8; Sugar Workers, \$8; Glove Workers, \$4; Picture Frame Workers, \$4; Beer Drivers, \$24; Freight Handlers, \$4; Rammermen, \$2; Beer Bottlers, \$6; Hatters, \$2; Tanners, \$4; Carriage and Wagon Workers, \$4. Total, \$70.

EXPENSES—Secretary, \$30; carfare, \$2.20; stenographer, \$15; Paul Scharrenberg, \$15; P. O'Brien, \$10; Amalgamated Glass Workers, Chicago, strike donation, \$25; Laura Goodman, office rent, \$30; Brown & Power, one typewriter ribbon, \$1; postage, \$2; two telegrams, \$4.50. Total, 134.70.

Adjourned at 11:45 p. m.

WM. P. McCABE, Secretary.

An exchange says: The employing printers of Los Angeles, known as the Printers' Alliance, held a meeting on the 26 ult. and agreed to concede the eight and one-half hour day after October 1. These are the employers who have been fighting the unions for nearly a year. The futility of attempting to maintain the nine-hour day was generally conceded. The belief was expressed in union circles that the half-hour reduction would have no effect on the strike, which will be continued until the eight-hour day is granted.

To better enable the employers to "run their own business," the master printers of Toledo, Ohio, prevailed upon three "prominent citizens," officers of the Chamber of Commerce, to appear before members of the Typothetae, who were in conference with their former employes, and threaten to use their influence as "business men" if said employers signed a contract with the union printers. That's one method of smashing the union.

Demand union-label hats.



## JAPANESE-KOREAN EXCLUSION LEAGUE

The Executive Board of the Japanese and Korean Exclusion League met at 860 McAllister street on the 29th inst., and was called to order by Vice-President E. B. Carr, President Tveitmoe being excused for the evening.

Delegate Williams stated that his organization were giving a reception at Dolores Hall, Sixteenth and Dolores streets, and on behalf of the Longshoremen, tendered the Executive Board a cordial invitation to attend. On motion, it was unanimously agreed to accept the invitation, and that after adjournment, the Board attend in a body.

**CREDENTIALS**—From Gas Workers, No. 9840, certifying to the name of Jos. M. Lyons; received and referred to the League for approval.

**COMMUNICATIONS**—From the Republican State Central Committee, submitting the names of all candidates of that party, together with their platform, as per the League's request filed. From Hon. E. A. Hayes, stating that he would secure a bound copy of the *Congressional Record*, as requested by the League, together with copies of the Foster bill and the Japanese Exclusion bill; filed. From headquarters of the Union Labor State Central Committee, replying to the League's request, relative to a list of their candidates and also their platform; filed. From Cereal Employees of Los Angeles, Woodsmen of Fortuna, Granite Cutters of Knowles, Hospital Employees of Napa, sending in their monthly contributions and pledging support to the League; received and acknowledged.

**BILLS**—The following bills were audited and ordered paid: E. W. Wilcox, salary to date, \$12; A. E. Yoell, salary to date, \$35; postage, \$3; supplies, \$3.15.

The Secretary rendered his regular weekly report, which was approved. The Secretary, upon request, was given one week's further time in which to procure a telephone.

On motion, the Secretary was directed to notify all members of the Executive Board to be present at the next meeting.

The Secretary-Treasurer reported the following receipts:

Balance on hand, September 22.....	\$520 88
Ct. Kensington .....	2 10
Building Trades Council, Santa Clara County .....	38 00
Hospital Employees, No. 10038.....	1 68
Flour and Cereal Employees, Los Angeles....	1 00
Granite Cutters .....	2 05
Woodsmen and Sawmill Workers of Fortuna .....	74
Mailers, No. 18.....	1 80
District Council of Painters (rent).....	15 00
Barbers, No. 159.....	60
Carpenters, No. 422.....	5 15
Holly Park Improvement Club.....	2 00
H. E. Winkler.....	1 00
Lincoln Council, Junior Order American Mechanicians .....	2 15
<b>Total .....</b>	<b>\$603 15</b>
Expenditures for the week.....	60 15
<b>Balance on hand September 29.....</b>	<b>\$543 00</b>

A. E. YOELL, Secretary-Treasurer.

## NOTICE.

Contributions for the month of October are now due and payable at 860 McAllister street.

The Variety Artists' Federation, representing Great Britain, and the International Artists' Lodge, representing the Continent of Europe, are joining forces for mutual protection, and recently sent a delegate to New York to seek the co-operation of the White Rats, who form an international body with a membership of 10,000.

Fourteen of the indicted members of the International Brotherhood of Teamsters pleaded not guilty to charges of conspiracy at Chicago, Ill., on September 13. The charges are the outcome of the great strike of teamsters in the summer of 1905.

Chinese residents at Panama have cabled to the Imperial Government, making vigorous protest against allowing coolie labor to be brought to the Canal. They represent the climatic conditions are such that a heavy death rate is sure to follow.

## TYPOGRAPHICAL TOPICS

H. V. Riffle, aged about 49 years, died at his residence, 1880 McAllister street, Thursday night, October 4, of Bright's disease. Mr. Riffle had worked on the *Examiner* as a proof-reader for a number of years and was for several years Treasurer of the Union Printers' Mutual Aid Society. Funeral services will be held Sunday, October 7, from Gray's Undertaking Parlors, Geary and Devisadero streets, at 1 o'clock p. m., thence to Holy Cross Church, Eddy and Devisadero streets, at 2 o'clock. Interment will be at Holy Cross Cemetery.

Information reached headquarters this week to the effect that the Methodist Book Concern, one of the greatest publishing houses in the country, with headquarters in New York and several branches in different parts of the country, has announced its withdrawal from the Typothetae and its acceptance of the eight-hour day requirement of the International Typographical Union. The Robert O. Law Company of Chicago, another large concern, has given in to the Chicago Typographical Union, and will hereafter conduct an eight-hour, closed shop. This is the most important break from the ranks of the nine-hour, open-shop advocates for some time and is regarded as a forerunner of other successes in the near future. The determined action of the printers to continue the eight-hour fight, as expressed by the recent convention at Colorado Springs, held in August last, has sounded the death knell to the cherished hope of the Typothetae that the members of our union were tired of the struggle. The ten per cent assessment on the earnings of members, which has been collected since January 1 last, was reduced October 1 to seven per cent, and it is confidently expected a further reduction will be made in the near future, as the number of men on strike is gradually being reduced.

The stated meeting of No. 21 for September was held at Hamilton Hall, Steiner and Geary streets, last Sunday. The attendance was the largest for months, the capacity of the hall being tested to the limit. After the October meeting, which will be held in the same place, it is expected that accommodations will be found in the Labor Temple, where ample room will be had for all.

The Committee on Revision of the Constitution and Laws submitted its report and the Executive Committee was instructed to have the book put in type and sufficient copies printed in slip form for distribution at the October meeting, when the changes proposed by the committee will be acted upon.

One hundred and four members were received into the union during September by transfer cards from other unions and forty-six members withdrew. Six applicants were elected to membership, twenty-five new applications received and three applications were laid over pending further investigation.

The application of John J. Curry for admission to the Union Printers' Home at Colorado Springs was acted on favorably.

The committee to draft a scale of prices for members employed on commercial, legal, financial, etc., daily newspapers, made a report, which was laid over one month under the rule.

Geo. H. Knell of the *Chronicle* was elected to fill a vacancy on the Auditing Committee, and Geo. L. Taylor was appointed to a vacancy on the Cemetery Committee.

Tuesday, October 16, was fixed as the date for taking the referendum vote on the four propositions submitted by the Colorado Springs convention.

On motion of S. T. Sawyer, the President was instructed to appoint a committee of five to take up with the employers the matter of an increase in wages for the book and job men.

Otto F. Bading, a well-known San Francisco refugee, who was formerly employed on the *Call*, and Miss Caroline Moffett of Chicago, were married at the bride's home on Saturday, September 22. Not to be outdone by his old friend and side partner, Harry Johnson, also formerly of the *Call*, but more recently of the *Daily News*, was married on September 27 to Miss Henryetta E. Fredenburg of Oakland, Rev. Father Sirda performing the cere-

mony. A host of friends of both Bading and Johnson will extend congratulations, as it would be hard to find two more popular and well-known men among the younger element of our craft throughout the country.

William Walsh, well known to all of the old-timers of No. 21, returned Monday from a three months' trip to his old home in Ireland, looking the picture of health and energy. Mr. Walsh reports a most enjoyable vacation, having stopped in Canada, New York, Boston and several points in England.

It is asserted that there are no printers in the Ohio penitentiary, and that it is found necessary to employ "free labor" from the outside in order to get out the four-page weekly paper published at that institution. There are several bankers there, however, and the "business interests" are also well represented, with more to follow.

## WOMEN'S AUXILIARY

All former members and those desiring to become members of Women's Auxiliary No. 18, to Typographical Union No. 21, are requested to attend a meeting to be held on Monday, October 8th at 2 p. m. at 3331 Sacramento street, between Presidio avenue and Walnut street.

MRS. E. T. FOLEY, Presidnt.

MRS. GEO. BARRON, Recording Secretary.

The Supreme Court of Michigan has decided that the Board of Prison Management of Michigan cannot maintain a system under which convicts are taught trades and become competitors with free labor. The case originated in a complaint made by the Broom Makers' Union.

Exclusive of seamen, the number of British work-people reporte das killed in the course of their employment during June, 1906, was 237, an increase of 31 as compared with May, and of 20 as compared with June, 1905.

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and WOMEN

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## NOTICE.

The regular monthly meeting of the union will be held on Thursday, October 11, 1906, in Eagles' Hall, 1735 Market street (directly opposite Gough street), at 12 noon, sharp. To be acted upon: 1—Quarterly and monthly reports of officers. 2—Report of Committee on Revision of Price List (special order of business for 12:15 p. m.).

The usual meeting of the Board of Directors was held on October 2, Mr. P. Johannsen in the chair. Messrs. W. J. McCoy and W. A. Sabin were admitted to membership by initiation. Messrs. R. Atkins (conditional member of the A. F. of M.) and C. G. Woodbury (member on transfer) were admitted to full membership in Local No. 6. Messrs. F. J. Winlow, of Local No. 145, Vancouver, and W. H. Krapp, of Local No. 346, Santa Cruz, were admitted on transfer card. The membership on transfer of Messrs. A. Mueller, of Local No. 10, Chicago, and G. A. Seeley, of Local No. 12, Sacramento, was annulled.

A large number of members have been suspended from membership, and are not in good standing, because of failure to make payment of the dues and assessments of the third quarter (July, August and September). The list of names of such members will appear in the next issue of the *LABOR CLARION*, and the attention of members is called to the fact that Section 8, Article IV, of the Constitution and By-Laws, provides that "under no consideration shall any but a member in good standing be employed for any engagement whatsoever."

At the September meeting of the union the following proposed "plank," submitted by the Japanese and Korean League for consideration, was enthusiastically and unanimously endorsed:

"Recognizing the imperative necessity of preserving the people of our State from competition with Mongolian labor, we declare for the strict maintenance of the Chinese Exclusion Act, without modification of any kind, and for the extension of that Act so as to exclude Japanese and Koreans; further, we pledge our candidates for Congress to work and vote for the passage of a bill which shall effect this latter object."

At the Executive Board's meeting of October 2, the resignations from membership of Messrs. L. Broeckaert, H. Hildebrandt and J. C. Youmans were tendered and accepted, and Messrs B. Lynn, V. J. Murphy and C. R. Richards were erased from the roll of membership for arrears of four quarters' dues.

The attention of contracting members is specially invited to the price list provision that makes it obligatory that "all political engagements must be paid for in advance" (see preliminary note to Section 88 of the established price list). The adoption of the above rule was the direct outcome of various disagreeable experiences in the past, and its close observance in the future will positively prevent a repetition of such experiences, besides obviating the unpleasant necessity of the Board of Directors having to take any corrective action towards contractors that fail to observe its provisions.

The Federal Grand Jury at Knoxville, Tenn., is investigating peonage charges against railroad contractors, and some startling evidence has been given. Negroes have told the Grand Jury that they had been held prisoners in camps for debt, and they declared that guard line is kept and no one allowed to get out under penalty of death.

The British Government has appointed a committee of scientists to inquire into the probable economic effect of an eight-hour working day in the mines.

Referring to the defeat of the miners on strike at the Heddon Greta colliery, the Sydney (New South Wales) *Telegraph* says that practically the men were starved into submission, after forfeiting a fortnight's pay and losing a month's wages.

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**LABOR ORGANIZATIONS ARE RIGHT**

A great deal is being written on this subject that aims to place the labor organizations in a wrong position. The purpose is to bring discredit upon the movement and discourage its work. The disadvantages of labor organizations to the employers of labor who are disposed to grind their workmen, are apparent, for, in their combination, they can resent injustice that would have to be borne if each one clung to his "freedom and individuality" that appears to be so highly prized on the part of the employers, as they relate to the employees, but, at the same time, this same "freedom and individuality" are sacrificed by every employer of labor who can manage to squeeze himself into any sort of a combination to protect his interests. This question, says the *Trainmen's Journal*, is one that, unless handled with perfect fairness by both capital and labor, will always be one judged from the personal view point with the decision that "the other side is wrong."

Freedom of action is, by the employer, set up against whatever advantages may be derived from combination wherein the will of a constituted majority is supposed to control. Freedom of action is a mythical quantity when applied to the question of work and wages just as it is a mythical quantity when applied to the right to buy what one pleases with his money. If he has money enough he can. If he is short, he cannot. It all depends on the power of the other fellow to make terms. Freedom is always on the side of power and opportunity and in this connection means nothing at all. The word is out of place in the sense in which it is used and it would be better if the old way of stating the case were used, to this effect: "A man has the right to do a certain thing, if he is allowed to do it."

The employer leads off with the argument that a man has a perfect right to sell his labor for any price he elects. To a certain extent this is true, but when the man sells it at a price that jeopardizes the mental, physical and moral welfare of the remainder of the community his right ceases, for he has no business to become a public menace. This abuse of right is exactly what "freedom of the right to contract" means when it is used in the sense that so many employers of cheap labor use it.

The right to sell any product is on the same basis exactly. If the product is entirely in the hands of any certain set of men they can fix a price and get it. The purchaser has a perfect right to make a contract, but knows he must make it on the other fellow's terms. The right of the purchaser is a pleasant fiction and holds only so far as it applies to his not having to make the purchase. If he does purchase, his side of the contract is merely an acquiescence to the proposition of the seller.

This right to fix prices is firmly established by every corporation that holds control by itself, combination or gentlemen's agreement, of the product to be sold.

Standard Oil, the Steel Trust, Beef Trust, Anthracite Coal Trust, or, in fact, any combination that stands as an exponent of the right of contract, denies that same right to every purchaser. It is true that the buyer can leave the product alone and suffer the inconveniences for so doing, but this mere acknowledgment fixes the falsity of the term "freedom of contract in business."

The statement of the representative of the Louisville and Nashville Railway Company to the effect that the company had a right to fix whatever passenger rate it pleased, is typical of the corporation idea of the freedom of contract. His explanation of that right and its possible impositions on the public was that the public did not have to pay the rate, "it could walk." This is the kind of a "public-be-damned" proposition that is pretty well fixed in the minds of the average combination, although it stands for the "freedom of the workingman" and tells him it is silly for him to tie up with a combination of his kind and thus lose his independence and his right to freedom of action. That there are plenty of slow thinking, evil-minded and favor-seeking workers who listen is to be regretted, but in this lot of short-sighted ones the combinations

of employers find their mainstay against the progress that labor organization seeks to bring about.

"A man has a right" should always be accompanied with all of the qualifying terms that belong to it before it is taken seriously, for, the fact is that a man has no right unless he is able to enforce his ideas of right. If corporations can get together and control raw materials and finished products both in their buying and selling they consider they have shown rare business judgment and are perfectly willing to sacrifice their "freedom and individuality" that they hold so dear for their workmen. But, when their employees adopt the same methods for their own protection the employer gets out from among his combination associations long enough to point out the error of like association for his workmen. There ought to be something in the force of example for the workmen, but very often there is not.

Labor organizations are accused of being drastic, illegal and visionary in their methods. Business associations are more so, and as for their methods the less said the better. It is useless to ask the public to separate business and graft, for the disclosures starting with the insurance companies and winding their ill-smelling way through the beef scandals, trust scandals, and down through the railway exposures, are sufficient to disgust every one with the term "business man." Graft is an easy substitute. Every man in the business world is now supposed to be out with either a sand bag or the "big mitt."

Labor organizations have made mistakes and they will make more of them before they are done. To expect otherwise would be expecting too much in the way of perfection from men who, if they look for example anywhere, will look for it from their employers. But even that acknowledgment need not be construed to mean that labor organization is wrong, for it is not.

The difference in the purpose of the combination of capital and the combination of the employees is in the difference in the distribution of benefits derived. Capital divides its gains among a very few, the number being smaller each year, while labor divides its advantages among the very many, its circle of beneficence spreading a little wider each year. The one combination is for the benefit of the few, the other for the benefit of the many.

Labor organization cannot confine its advantages to its own members. Perhaps it would be much better if it could, for if this were the case the most bitter opponents outside of the organizations would be the strongest members within them. It is common to hear non-union workingmen damn the union, but you never hear one of them damn the union payday, the union short workday or other union advantages. They accept all of them and fall back on their "independence" of union control to ease a guilty conscience. They know, and so do we all know, that whatever the union gets for its members will also be given to all others employed in the same line of work.

It sounds strange and out of place to some employers to listen to the demands of their employees. They cannot understand that employees have any rights aside from those included in their acceptance of terms offered by the employer. But for all of that the purpose of the labor organization cannot be set aside because of the unfairness that takes one position as correct for themselves and declares that same position is wrong for everyone else.

Labor has a right to look for something better; it has a right to organize to get it. Both are natural rights, in perfect accord with the higher principles that ought to control humanity, for the employee is neither a machine nor a beast of burden.

Let us all get down to the bottom of the question of right and understand what it means and what is necessary to enforce it. Let the example of the combinations of capital, formed for the purpose of taking away from the majority of the people, be the example of the labor organizations for the purpose of giving to the many without robbing the few, which is not the business man's way of distributing

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advantages. We have a right to ask for a sensible working day that will not force a man to go home half dead because of the length of it; we have a right to demand good wages for work performed for from what we receive we must live and bring up our families and it is our right to bring them up as they should be brought up, to healthy, helpful, hopeful manhood and womanhood that will make the nation respected because of the character of all of its people rather than to have it known simply because of the wealth of a few of them.

What has been done for the working people has been done through their own efforts. If the question of betterment were left to the employer alone the working people would not be of a very high standard, but would be of the class that is to be seen coming through the immigration gates of every port of entry, illiterate, diseased, criminal and immoral, kept in subjection by fear of the severity of the law and starvation wages that show what low wages and pauper living will do for any people.

The school house, the shorter workday, sanitary regulations, age limit for child employment, safety appliances on machinery and the right to live as a man ought to live, were not the work of the employers' associations—they represent the patient effort of combined labor working in the right direction.

#### WHAT STRIKES PROVE

Herbert N. Casson, the well known writer on economical subjects, says in regard to strikes:

"A sympathetic strike proves that working people are the most truly Christian class in society, for there is never so unselfish a movement among the so-called upper class. Did a single professor resign because of the wrong done to Professor Bemis? Did a single bank clerk protest against the unjust dismissal of silver men from New York? Did a single minister offer to share his salary with the Rev. Myron Reed when that great champion of the poor gave up his church rather than be silent on the great issues of today?

"Many strikers put to shame the professed clergy, who feebly advocate once or twice a week a morality that they have never yet dared to practice. The clergy are like the oxen in the manger at Bethlehem, who did not want to be disturbed from their hay by the birth of a Christ. They are dumb on all the vital questions of human life, and can only repeat certain phrases about baptism and faith and other doctrines that were taught a thousand years before Christ and never taught by him at all.

"The strike brings forth the sacred germ of resistance implanted by nature in every man. There is nothing higher or holier in human nature than that impulse which resists oppression and strikes for liberty.

"A dog will bite, a mule will kick, a cat will scratch, but the man who will not strike against tyranny and injustice is lower than a rabbit.

"The man who is afraid to strike, but would sit and wipe his eyes and say, 'Let well enough alone; thank God it is no worse, and the Lord loves those whom he chasteneth,' is a barnacle on the ship of progress. Had this advice been followed in the past, the human race would today be like apes."

President Diaz of Mexico, in his address at the opening of the autumn session of Congress, touched upon the riot at Cananea in June, saying it began as a labor movement, degenerating quickly into grave perturbation of public order. Fortunately it was quickly suppressed, thus avoiding what might have been serious consequences. The President also took up the recent labor strikes, principally that which occurred on the Mexican Central Railway. The strike was limited to the men leaving their work in the shops with a view to obtaining certain concessions from the company. As they were clearly in the right, the authorities respected it, and an official effort was limited to preventing any breach of peace.

The South Australian Tobacco Workers' Union has decided to register a union label for all tobacco made by union labor.

#### JUDGES DISAGREE

A notable instance of the conflicting decisions of our courts where labor measures are in issue is furnished in the September issue of the *Massachusetts Labor Bulletin*. The instance referred to relates to laws of New York and Massachusetts regulating the employment of women and minors. The report of decisions on the constitutionality of these laws given in the *Bulletin* is as follows:

*Unconstitutionality of Ten-Hour Law for Women and Minors*—The State law of New York restricting the hours of labor of women and minors in factories to ten a day, or sixty a week, was held to be void by Judge Olmstead in the Court of Special Sessions on August 3, 1906. Judge Olmstead held:

"To labor and employ labor are inherent and inalienable rights of our citizens and cannot be taken away in whole or in part unless upon the broad ground of public good, which must be apparent and cannot be predicated upon legislative dictum. In the case under consideration the right of the employed and the right of the employer are equally involved. Nothing to the contrary appearing, it must be assumed that the woman was a willing worker for a willing employer, and that the result was mutually satisfactory and profitable."

This case involved one David I. Williams, proprietor of a bookbinding establishment, who was arrested for violation of the law in question. Defendant was discharged.

The converse of this decision was given in Massachusetts on May 6, 1876 Commonwealth v. Hamilton Mfg. Co., 120 Mass. 383, complaint being made (under Stat. 1874, c. 221) to the Police Court of Lowell against the violation of the sixty-hour weekly law for women and minors then existing in Massachusetts. Defendant was found guilty and appealed to Superior Court where judgment of Police Court was affirmed. Appeal was taken to Supreme Court which affirmed judgment of Superior Court.

Commenting on the decision of the New York Judge, the New York *Tribune* said:

It is said that this law is class legislation in that it forbids a woman to work in a factory late at night, while she may work even harder in her own home. It is said that she is as likely to undermine her own health and that of her possible offspring by overwork in the flat as in the factory. Such a possibility, however, raises a question for legislative discretion rather than judicial dogmatism. If the Legislature finds that some actual harm comes from factory work for women at night, it would seem to be competent to prohibit it, and we think it might well come to that conclusion. The great body of the women in factories are young. A large proportion of them are under age. In many industries there are as many between the ages of 16 and 20 as there are over 21. We believe the State may properly, for the sake of the public health and public morals, say that these young women shall not be kept in factories after nine o'clock at night and then turned loose in the streets. The fact that some women whom the law does not cover may in other ways injure themselves and their posterity ought not to prevent the State from dealing with a real and menacing industrial evil, nor should the fact that many of these women willingly work in factories. The State should protect them against their own ignorance and against their own necessities, which make the exploiters of labor able to command night work.

An old labor law in England in force in 1783 contained the following six clauses: Any tailor who joined a union was to be sent to jail for two months. Tailors must work from 6 o'clock in the morning until 8 at night. Wages were not to be higher than 48 cents a day. Each tailor was to be allowed three cents for breakfast. Any tailor who refused to work was to be imprisoned for not more than two months. If any employer paid higher wages he was to be fined \$25 and the workmen who took the increase were to be sent to jail for two months.

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# LABOR CLARION

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## POLITICAL ACTION BY THE LABOR COUNCIL

Several weeks ago the San Francisco Labor Council, by a practically unanimous vote, decided to indorse the political program of the American Federation of Labor, and its decision to do so has culminated in denunciation of James N. Gillett, Republican candidate for Governor of California, and an indorsement of the candidacy of Theodore A. Bell, the nominee of the Democratic party for Governor.

The action with respect to the denunciation of Gillett took place at the regular meeting on Friday evening, the 21st ult., and the vote in favor of such a course was practically unanimous.

The resolution covering the matter was reported by the Executive Committee and read as follows:

*"Resolved, That the San Francisco Labor Council hereby formally denounces the candidacy of James N. Gillett for Governor of the State of California, and we do advise and urge upon the members of all unions affiliated with this body, and upon all good citizens, the urgent necessity of active political effort to the end that this candidate for the high office of Governor of the State of California shall not receive the support and sympathy of organized labor, nor of the friends of organized labor, for the reason that his official history as a Congressman, as recorded in the Congressional Record and as published by Samuel Gompers, President of the American Federation of Labor, is known to be a record of consistent opposition to measures introduced in the Congress of the United States having for their purpose the enforcement of the eight-hour law, the enactment of an anti-injunction law and other measures intended to ameliorate and better the economic conditions of the common people."*

This resolution charges James N. Gillett with being an enemy of Organized Labor, and the charge is confirmed by the official records of the Congress of the United States, of which Mr. Gillett has been a member, representing the Second Congressional District of California.

For several years the representatives of Organized Labor have endeavored to secure remedial legislation from the Congress of the United States—legislation having for its purpose the removal from our statute books of laws that are the heritage of the days when the worker was a serf—legislation that would actually give to the worker rights which the Constitution of our country guarantees him, but which courts have denied him.

Our lawmakers have, from time to time, given us a crumb in the way of remedial legislation, but when the time came that we were no longer satisfied with a crumb, and demanded that we be given what we had asked for—*demanded* it because we were asking only for that for which we had a right to ask, and were told that we could not have even a crumb, and told also that we did not have the power to enforce our demands; that at the ballot box Organized Labor was impotent, because it has invariably been divided.

In other words, when the authorized representatives of the workers, after having asked, urged and then pleaded for remedial legislation in vain, suggested that the workers would resent such treatment

at the ballot box, they were answered in practically these words:

"Your bark is worse than your bite—you'll have to show us."

James N. Gillett, Representative in Congress for the Second Congressional District of California, now a candidate for Governor of California, is one of the men who is of the opinion that the bark of Organized Labor is worse than its bite.

The San Francisco Labor Council, a labor organization in which is represented over 100 labor unions of this city having a membership of nearly 40,000 workers—a majority of whom are voters—has determined to demonstrate to Mr. Gillett and his ilk that Organized Labor is capable of biting more effectively than it has barked.

The workers of the country have had before Congress for years several measures of grave importance. These measures are specifically referred to in the document known as "Labor's Bill of Grievances," presented to the President of the United States, the President pro tem. of the Senate and the Speaker of the House of Representatives a short time ago by the Executive Council of the American Federation of Labor and a large number of the official heads of the national labor unions of the United States. The document has been published in these columns and extensively circulated throughout the country. The failure of Congress to grant the workers relief from the injunction evil was one of the principal features of "Labor's Bill of Grievances." Mr. Gillett is a member of the Judiciary Committee of the House of Representatives, and it was this committee to which was referred the Anti-Injunction bill introduced in Congress at the instance of the American Federation of Labor. Gillett's attitude toward Organized Labor can be fairly judged by his record on this measure, and his record is given by Samuel Gompers in a reply to a letter of inquiry from the San Francisco Labor Council with respect to the records of California Congressmen on labor measures. Gompers wrote:

\* \* \* "The only Congressman from California who was on a committee to which bills of interest to Organized Labor were referred to was Congressman Gillett, who is a member of the House Judiciary Committee, by which the Anti-Injunction Bill as drawn by the attorneys of the American Federation of Labor was considered. Other so-called anti-injunction bills were also considered by this committee, but were opposed by the representatives of the American Federation of Labor, for they were really in fact pro-injunction bills. The one that received the most consideration from the committee is the Little, or Administration Bill, which attempts for the first time to legalize the granting of injunctions in labor disputes. The bill indorsed by the American Federation of Labor was introduced by Representative Pearre of Maryland, a Republican. All the other Republican members on the committee, Mr. Gillett included, were opposed to our bill, and favored the Little bill.

"Another measure of interest to organized labor was the continuing in operation of the provisions of the Eight-Hour Law in the construction of the Panama Canal, and on this question Mr. Gillett was paired in favor of the amendment to abrogate the Eight-Hour Law in the construction of that work.

"Some time ago what is known as Labor's Bill of Grievances was submitted to the members of Congress, with a request for a reply stating their position in the various matters enumerated therein. Mr. Gillett simply acknowledged receipt of the communication, and so far as the request to state his position was concerned, he completely ignored it."

It is true that Gillett does not desire *at this time* to return to Congress—he desires to become Governor of this State.

He was our enemy in Congress. If elected Governor of California he would become an infinitely more powerful enemy than he has been, or probably ever would be, as a member of Congress.

We do not have to jog our memories severely

to realize the power an enemy in the Gubernatorial chair can wield—we have not forgotten Peabody of Colorado.

If the workers of California are determined to demonstrate to their enemies that they are capable of biting more effectively than they have barked they will defeat James N. Gillett.

The politicians have said: "You'll have to show us."

Will you "show 'em?"

The Labor Council, at its last meeting, Friday, the 28th ult., still having under consideration the resolutions presented by its Executive Committee on the subject of political action as recommended by the American Federation of Labor, adopted the following:

*"Resolved, That we indorse the candidacy of Theodore A. Bell for Governor, as we believe it to be the most practical way of defeating our pronounced foe, James N. Gillett, and electing as Governor of this State a man who by his official record while Congressman of the Second District, has proved himself to be a representative of all the people instead of the few. His interest in the working classes during his one term as Congressman of the Second Congressional District of California, wherein through his untiring efforts he was foremost in securing an appropriation of \$1,500,000 for the building of a collier at the Mare Island Navy Yard, demonstrates fully his belief in the righteousness of labor's demands, that eight hours is the proper length of work-day under present industrial conditions, also that the Government is the employer through which the working men and women may hope to secure a fairer return from the labor or service they render as producers of our commonwealth, and we earnestly appeal to the members of Organized Labor and other citizens of our State who desire to throw off the shackles of bossism to join with us in helping to elect to the highest office in the gift of our grand State a man who by his denunciation of bossism shows himself to be a person bound by no ties but his conscience and his sense of fairness."*

Previous to the vote on this resolution the following telegram from President Gompers of the American Federation of Labor, in reply to inquiry as to Bell's Congressional record, was read:

WASHINGTON, D. C., September 22, 1906.

Mr. Wm. P. McCabe, St. Helen Building, San Francisco—Your telegram received. Would say in reply that during the time that Theodore Bell was a member of Congress from California he was active in the support of every measure that labor was interested in, and without any urgent solicitations. During the time that Mr. Bell was a member of Congress he was considered a friend of labor and its interests. I feel that organized labor would have a staunch friend and supporter in Mr. Bell if he was elected to the high position of Governor of California. Will write you Monday, giving details as to his friendship. SAMUEL GOMPERS.

After the resolution indorsing Bell had been adopted the following resolutions, also reported by the Executive Committee, were considered by the Council:

*"Resolved, That while we concur in the political program as outlined by the Executive Council of the American Federation of Labor, and welcome the same as a step in the right direction, we are not unmindful of the fact that the mere punishing of our enemies in the Congress and Legislatures, and the rewarding of our friends, will not altogether bring the desired relief. Organized labor must go further than be satisfied with a mere negative policy. It must adopt a clearly defined political program representing all the demands of the toilers of this country. What we really need is a strong independent labor party in the State of California, a party with a clear and comprehensive labor program, managed and controlled solely by the workers and for the benefit of the workers. We must place the triumph of our principles above the success of one political campaign or the defeating of enemies and*



the rewarding of friends. For these reasons we recommend that steps be taken to accomplish lasting results, by the calling of a political conference of delegates of all the unions affiliated to be held in the near future and not later than December 31st of this year; and be it further

"Resolved, That we appeal to all members of organized labor throughout the State to assist us in this move. Through such a labor party we shall be best able to secure the election of intelligent, honest, earnest trade-unionists and have our own representatives not only in the halls of Congress, but also in the executive and judiciary offices of this State."

There was little or no debate on these resolutions, and they were laid on the table by an overwhelming vote. This action was in strict conformity with the political policy outlined by the American Federation of Labor.

After the resolutions presented by the Executive Committee had been considered and acted upon, the committee was directed to communicate with President Gompers of the American Federation of Labor and with William R. Hearst, requesting both of these gentlemen to co-operate with Organized Labor of this State to insure the defeat of James N. Gillett in his candidacy for Governor of California. The Executive Committee directed that the following telegrams be sent to Messrs. Gompers and Hearst:

SAN FRANCISCO, October 2, 1906.

*Samuel Gompers, President A. F. of L., Washington, D. C.*—Organized labor of San Francisco has indorsed the candidacy of Bell, believing him to be strongest opponent of Gillett. Will you intercede with Hearst immediately and suggest to him the advisability of his co-operation with organized labor in California in the interest of a united campaign against our pronounced foe. Such a move on the part of Mr. Hearst and his friends in California would be considered an act of great friendship to organized labor.

W. R. HAGERTY, President Labor Council.  
WM. P. McCABE, Secretary San Francisco Labor Council.

SAN FRANCISCO, October 2, 1906.

*William R. Hearst, Publisher "New York Journal," New York*—In a spirit of high appreciation of your many and repeated acts of friendship to organized labor, we appeal to you to lend your valuable aid and influence to our efforts to defeat Gillett. Having reached the conclusion by a careful review of political conditions in California that Bell's Congressional record makes him the strongest opponent of Gillett, the San Francisco Labor Council, without disparaging the ability and worthiness of Mr. Langdon, requests your earnest consideration along the lines of co-operating with organized labor in this State to the end that we may together accomplish the defeat of Gillett.

W. R. HAGERTY, President Labor Council.  
W. P. McCABE, Secretary Labor Council.

#### CEMENT WORKERS' STRIKE AT NAPA JUNCTION

About a month ago some two hundred employes of the Standard Portland Cement Company, which runs a large cement mill at Napa Junction (between Vallejo and Napa City) went on strike to secure an increase of wages, and the men are still out. The details of the controversy reveal a condition of affairs that few people would believe existed anywhere within this State. The cement business is one of the most profitable industries of the State, and the works at Napa Junction have been operated night and day since they were established—over four years ago. The men who worked on the day shift were paid 18 cents an hour for a ten-and-one-half-hour day, while the men on the night shift worked thirteen and one-half hours for the same rate. The workers were unorganized, but the quarry men determined, early in August, to demand an increase of 2 cents an hour. This was refused them, and they went on strike. Subsequently other workmen employed in the mill struck also, demanding an in-

crease of 10 per cent. After being on strike a short time the men were organized and became members of Federal Union No. 11,345 of Vallejo. Since then Secretary D. H. Leavitt of the Vallejo Trades and Labor Council and District Organizer J. B. Dale of the American Federation of Labor have been conducting the strike for the men, and have been quite active in securing the support of organized labor for the strikers.

When the street-car strike ended in this city about sixty Farleyites were taken to Napa Junction and placed in the cement works. A number of these fellows are employed as guards, while the rest are paid high wages to perform the regular work of the mill.

Building trades unions in this and other cities have taken up the cause of the under-paid and over-worked employes of the Standard Portland Cement Company, and intend to place the product of that concern on the unfair list. This action will undoubtedly force the company to consent to pay its employes reasonable wages. Certainly no group of workers could be more deserving of the assistance of their fellows than are these cement workers, and they will undoubtedly receive it. In the meantime the conditions existing at Napa Junction should be made known to workingmen generally in order that the company's efforts to recruit strike-breakers may be frustrated. Except where men are ignorant of the extraordinary conditions prevailing in this cement mill, it is improbable that any but a Farleyite could be induced to accept employment under the conditions the company is endeavoring to maintain.

#### THE UNITED RAILROADS' CRIMINAL POLICY

Thornwell Mullally, assistant to the President of the United Railroads, has had the hardihood to charge that the men who operate the street cars of his company are to a great extent responsible for the unparalleled series of fatalities resulting from street-car accidents within the last few months. Mullally declares that there is a serious lack of discipline among the platform men, and that, as a consequence, they are negligent. The inference is, of course, that the Street Carmen's Union is primarily responsible for this alleged state of affairs and the terrible accidents that have horrified the community.

Mullally's charge is damnably false, and the entire community knows that it is false.

The men who are responsible for the slaughter and maiming by street cars of scores of men, women and children of this city within the last five months are Patrick Calhoun and Thornwell Mullally. These men have been, for months, promising the expenditure of more millions of dollars for improvement of their street-car system than the original system cost to build. They would have the people believe that they are the most liberal of corporation managers, and that providing San Francisco with the finest street-car system in the world was their ambition and delight.

But the glowing promises of Calhoun and Mullally have deceived no one. All know that the penurious policy of the United Railroads has resulted in deterioration of its rolling stock to such an extent that the ordinary citizen now boards a street car with a feeling that bodily injury is more than probable before he completes his journey. The tramp who "rides the breakbeams" on railroad trains assumes less risk than does a passenger on the street cars operated by the United Railroads of this city.

In addition to his charge of negligence against the platform men, Mullally states by way of excuse for the daily slaughter and maiming of our people, that he has been unable to secure a sufficient number of men to keep the cars in proper repair.

It is probably true that the United Railroads has had difficulty in securing competent men to do the work it should have done. But why is this true? The several strikes of thousands of its employes that occurred during the last four months furnish the answer to that question. Had the United Railroads paid men reasonable wages, and granted its employes

normal conditions with respect to the length of the workday, its employment agents would have had to work overtime to attend to the army of applicants for work that would have flocked to their offices. Patrick Calhoun's policy, however, was to pay the lowest wage for which men could be induced to work, and to insist that they give him ten hours service daily. When, in desperation, several thousand of his employes went on strike to secure better conditions he appeared to have little trouble in bringing to this city a great number of men whom he declared were "good citizens and first-class workmen." He could readily recruit an army of strike-breakers, but found it impossible to employ, under normal conditions, a sufficient number of men to keep his cars and trolley lines in proper repair.

When the Electrical Workers' strike was on the LABOR CLARION repeatedly declared that the rolling stock and trolley lines of the company were fast approaching a condition where they were a grave menace to life. Mullally declared that he had all the electrical workers he needed. The terrible accidents that have recently occurred prove that the LABOR CLARION's statements were absolutely correct. Even now, when Mullally has the union Electrical Workers to draw on for men, the United Railroads cannot secure a sufficient number to do its work. The reason this is true is that the United Railroads will not pay the standard wages for workmen.

The same condition of affairs exists with respect to the men employed in the car barns and shops to keep the rolling stock in repair. Until absolutely compelled to reduce the length of the workday, the United Railroads required its housemen to work ten hours a day. They now work nine, but they are still paid such low wages that it is almost impossible to induce competent men to accept such employment.

A noteworthy feature in connection with the recent industrial troubles of the United Railroads is the fact that although the union men agreed to return to work under the old conditions pending arbitration of their demands for shorter hours and better wages, the company made no attempt to continue the ten-hour day except in the case of the street-car operatives. The Electrical Workers, Stationary Firemen, Housemen and even the Construction Workers are working nine hours a day, although they had agreed to work ten pending arbitration. If they had returned to the ten-hour schedule and the arbitrators had decided on a reduction of hours the company would be called on to pay overtime rates for the excess hours the men had worked pending a decision by the arbitrators. The company evidently is of the opinion that the arbitration board is certain to shorten the workday, hence it is seeking to avoid the payment of overtime rates by voluntarily granting a nine-hour day to all but the carmen. With respect to the latter the company undoubtedly intends to make a stubborn fight to prevent the abolition of the ten-hour day. Well, it may succeed in convincing the able men who compose the arbitration board that platform men should work ten hours a day, but there are few who believe it is possible.

The public has become so incensed against the United Railroads that the authorities have finally begun "to sit up and take notice," and it is possible that steps will be taken to fix the blame for the frightful condition of the street-car system and its tragic consequences where it properly belongs—on the shoulders of Calhoun and Mullally—and to even attempt to punish these men in some slight degree. Experience, however, gives little hope of adequately radical action in that direction, although it is inconceivable that the authorities will continue to ignore the flagrant violations of law of which the United Railroads is daily guilty. The people are not easily aroused, but the United Railroads is accomplishing that feat, and unless it speedily changes its policy it will "reap the whirlwind."

Demand union-label collars and cuffs. They are on the market.



### THE DREAD OF A STRIKE

We always feel sorry for that set of writers who persist in believing that men strike for the mere pleasure of striking and leave their employment without provocation or regard for loss to their employers or themselves, says the *Railroad Trainmen's Journal*. It is true that from a distance it sometimes appears as if the statement might have some truth in it, but when we get down to the hard facts in the case there is usually found a good reason for the performance.

There are strikes that really do not deserve to be dignified by calling them such, although it is difficult to draw the line between the result of an impulse of the moment and the result of careful and conservative thought so that the public that has never been in a strike will appreciate the difference.

The writer has no sympathy for the "hurrah" strike that is pulled off because someone thinks he will quit and appeals to his fellows to go along under penalty of his calling them "scab." There is no censure strong enough to properly condemn him. It is this kind of a strike that puts the entire question in bad odor and takes from it, in the public mind, its real purpose.

A strike, for instance, like one that would be ordered by the coal miners after due deliberation of every question at issue and then only after using every effort to preserve peaceful relations, is one that does not deserve to be labeled along with the spasmodic evidences of organization error. There are certain persons who will go into spasms of unionism at times who are not well balanced, but they serve the purpose of a certain class of writers in that they are used as horrible examples of every thing pertaining to a strike.

Well balanced labor organizations do not want to strike; they realize all the dangerous possibilities of such a drastic effort to bring about desired results and they will adopt every method that can be brought to bear to avert a separation from their relations

with their employers. When such organizations do declare a strike every man in them has had his opportunity to express himself on the subject and a large majority is necessary to bring about a strike.

When a man leaves his job these days, unless he belongs to the irresponsible element that sometimes gains a hold in some organizations, he knows that he is taking chances on ever getting it back again. He has had a chance to think it over and to talk it over with his wife and his fellows; he knows exactly what to expect if he loses and when he quits under such circumstances he has a full realization of what the move means to him. Can one reasonably believe that any well balanced man will quit his job, bring his family to want and suffering and, perhaps, pave the way for all of his dependents to the poor house, or something worse, without good reason for doing so?

The writer heard John Mitchell say before a meeting of representatives of labor and capital that "it is better to talk a month than to strike a day." Mr. Mitchell surely knows, if any one does, what a strike means and the distress it brings. He has further shown that he appreciated the gravity of a strike when in the face of certain condemnation from some quarters, he advised his men to resume work on their present wage terms rather than to accept their chances in a strike.

We have seen men deliberately cast their vote in favor of a strike because the conditions were unbearable and they would not work longer under them, and then break down under the relief from suspense that had given them and their wives many sleepless hours because consideration of the question had brought out every unfavorable result that could be imagined. Can it be supposed that men will become deaf, dumb and blind to results simply to meet the views of the space writer who tells glibly of how the men never think of the gravity of a strike and what it means to their families?

Remember that the man on strike is out of work;

that the extra large number out of employment by reason of the strike makes another job to get; that the family and its necessities are always present and that pressing distress brings many a heart-ache; put yourself in the place of the striker, give him credit for having as much love for his family as you have for yours and then see if it is an easy matter of judgment to assert that the men leave their employment thoughtlessly and without regard for their welfare. We ask this much, knowing that there can be reply made that will answer quite truthfully in the affirmative and yet the majority of cases would call for a negative reply.

When the country was in doubt as to the end of the miners' controversy and looked with apprehension on the results of a strike in the hard coal fields, Mr. Peter Roberts, who is a pastor engaged in that region and has had ample opportunities to study the miners and their methods at close range, wrote an article for *The Outlook* in which he set forth what the miner thinks of a strike and its results. In part he said:

"The pastor of one of the leading Protestant churches of Hazleton, holding special services during Passion Week, prayed that the Lord would avert in some possible manner the strike which threatened the anthracite regions. This instance is symbolic. The strike of 1902, its terrors and sufferings, its lawlessness and enmities, is still green in the memories of men, and the prayer of the sober-minded and industrious citizens of these communities is, 'Lord, save us from a strike!'"

\* \* \*

Families cut down their expenses, men were anxious to lay aside a few dollars, women denied themselves and their children the little extras which enter into their lives, for they dreaded the day of calamity when the cry of hunger may be heard in the streets of mining towns.

Heads of families do something more than cut down expenses. They erect barriers against the

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impending calamity. A mother told me last week, "I'm glad my boys are out of this town—the strike makes boys bad." Three of her sons are from home, and although her soul often yearns for them, still she was glad they were gone. A father of six children said last year, "I'll never send my girls to the factory." Two of them today work there, and the youngest is just fourteen years—a bright little girl and rather delicate. Many factory plants, depending for their labor supply upon young boys and girls, have, in the last decade, been erected in the coal fields. Under normal conditions they can hardly get an adequate supply of labor; today they can select from a glutted labor market. The dread of want makes of tender children breadwinners. Many parents speak of the great help the factories rendered in the strike of 1902, and scores of children this spring have entered these plants, as men seek shelter from a rising storm. Domestic help has been scarce in mining towns for the past three years; just now the help can be easily secured, and parents are anxious to place their girls in service. I know a home where the fourth daughter went lately to the city, leaving the care of the house to a widowed father and a little girl not yet in her teens. Few men have any idea how these industrial cataclysms affect the workingmen's families. When economic pressure comes upon the home, factory laws, home ties, the peril of a great city, must give way. "All that a man hath will he give for his life." The dread of want lays the most sacred ties upon the altar, and nerves sensitive youths to face perils which they naturally dread.

\* \* \*

The Hon. Wayne MacVeagh said before the Coal Strike Commission that the anthracite coal communities had, in the strike of 1902, "a foretaste of hell." It was a strong expression, but conservative men said "it was so." Let us remember that 140,000 men and boys were cut off from the means of their subsistence and that they fought for what they deemed to be their life and happiness, and the storm of passion and fury is explained. Privation and hunger drove these men to excess, and, while they cannot be exonerated, is it not time for intelligent and patriotic men to find a way that will make even the dread of a strike an impossibility in our civilization? Somebody is responsible for setting in motion this plea of passion. The responsibility should be fixed. If it is inherent in our industrial system, the sooner we change it the better. War is a disgrace to our civilization, and a strike is war. Whatever be the cost of compulsory investigation and arbitration, it is not so great as the disturbance of social and moral values which an industrial conflict occasions. The men who live amid the fury of the tempest know best what a strike means, and their cry is, "Lord, save us from a strike!"

#### ORIGIN OF BOYCOTTING

On November 12, 1906, it will be exactly twenty-six years since the arrival of the expedition that marched to Lough Mask House, the residence of Captain Boycott, near Ballinrobe. He was the agent of Lord Erne, and had taken out ejectment processes against the local tenantry. The Land League, in pursuance of a new method of agitation, warned Captain Boycott's servants to leave. He was left without a laborer, and his crops lay ungathered. No blacksmith would work for him; no shop-keeper would serve him; no laundress would wash his shirt. On November 12, 1880, about 150 infantry with two field pieces, and 150 of the constabulary, invaded the district to escort a body of laborers, who were to gather in the crops. They were received with contemptuous indifference instead of the violence they had expected. Thus, suddenly, the Land League discovered a more effective weapon than agrarian outrages. The government had used 7,000 men to keep order in Mayo, and every turnip saved cost a shilling. The term "boycotting" was born for all time. —*Reynold's Newspaper.*

Ask your dealer for union-label collars and cuffs.

#### FIGHTING A COMMON FOE

By THE REV. CHARLES STOLZIO.

Christianity is largely responsible for the social unrest which characterizes the present generation. For centuries it has been presenting to men the high ideals which are resulting in nobler aspiration. The people have responded to the appeal made in the name of its founder, and we dare not now repudiate the resultant demands which have become so insistent.

Christianity has been teaching the value of the individual. The practical application of that teaching is found incarnated in the labor unions' insistence upon the right of every man, woman and child to live the life which God intended should be lived by them.

Because of the church's teaching it must stand by the workingman in his fight for the child. It must fearlessly support him in his endeavor to relieve the almost unendurable condition of the woman who toils.

Because of its repeated messages in respect to cleanliness it must champion the workers in their struggles to secure for themselves better sanitary conditions in the home and in the shop. It must fire volley after volley into the accursed sweatshop and into everybody and everything that supports it, until the damnable thing is absolutely wiped out of existence. Because of its well-known teaching it should give no peace until the workers have the fullest opportunity for developing the highest type of manhood and of citizenship. If only one life were involved, all this would be demanded. But there are millions in whose behalf the fight must be made.

So let us get together—the Church and Labor—in the name of our common Leader, to put to rout every foe of the higher life, whether that foe be found in ourselves, whether he be in our own ranks, or whether he be an outsider who is dominated by the greed for gold.

Just how this shall be done must depend upon local conditions. I have no panacea. I am an opportunist. I believe in getting all that I can as soon as I can. Therefore, without elaborating a "cock-sure" scheme, I would mention some everyday principles which are fundamental. Necessarily, our plan must in every case begin with a campaign of education. We cannot hope to have others become enthusiastic in our affairs until there has been an intelligent presentation of the facts. Therefore, stop finding fault, until you have produced the facts. Then keep at it until somebody begins to move. Men are not waiting for your message. Most of them would rather not be disturbed. But a reasonable attitude is sure to win out.

Be definite in your demands. If you yourself do not know what you are after, you must not expect others to know it.

Be consistent. If you believe in relieving sweatshop conditions and if you would abolish Sunday labor, beware of adding to the burdens of those whom you profess to be trying to relieve.

Be patient. There is no short cut to the millennium. Rome was not built in a day. You will not correct all of the evils of your generation, but your reasonable, definite, consistent campaign will surely bring some things to pass.

The recent action of the Postoffice Department in fining two railway mail clerks at Spokane, Wash., for public criticism of a railway, is resulting in an organized effort among the clerks to secure the right of freedom of speech. It is stated that the mail clerks from Spokane to Los Angeles, Cal., are shaping plans to secure Congressional action, which will abolish such rules. The trouble arose because of criticisms of the condition of the Great Northern track near Chain Lake, where a fatal wreck occurred in July.

Captain Fraser of the Japanese steamer Kumano Maru, was fined £100 in the Brisbane (Queensland) courts recently for allowing one of his Japanese crew to enter the Commonwealth.

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**A. F. OF L. CONVENTION CALL**

Following is the official call for the twenty-sixth annual convention of the American Federation of Labor, to be held in Minneapolis, commencing Monday, November 12th:

**AMERICAN FEDERATION OF LABOR.**

HEADQUARTERS, 423-425 G STREET, N. W.

WASHINGTON, D. C., September 24, 1906.

To all Affiliated Unions—GREETING:—Pursuant to the Constitution of the American Federation of Labor, you are hereby advised that the twenty-sixth annual convention of the American Federation of Labor will be held at Normana Hall, in the city of Minneapolis, Minn., beginning at ten o'clock Monday morning, November 12, 1906, and will continue in session from day to day until the business of the convention has been completed.

**REPRESENTATION.**

Representation in the convention will be on the following basis: From national or international unions, for less than 4,000 members, one delegate; 4,000 or more, two delegates; 8,000 or more, three delegates; 16,000 or more, four delegates; 32,000 or more, five delegates; 64,000 or more, six delegates; 128,000 or more, seven delegates, and so on; and from central bodies and State federations, and from local trade unions not having a national or international union, and from federal labor unions, one delegate.

Organizations, to be entitled to representation, must have obtained a certificate of affiliation (charter) at least one month prior to the convention; and no person will be recognized as a delegate who is not a member in good standing of the organization he is elected to represent.

Only bona fide wage workers, who are not members of, or eligible to membership in other trade unions, are eligible as delegates from federal labor unions.

Delegates must be selected at least two weeks previous to the convention, and their names forwarded to the Secretary of the American Federation of Labor immediately after their election.

Delegates are not entitled to seats in the convention unless the tax of their organizations has been paid in full to September 30, 1906.

The importance of our organizations and our movement, the duty of the hour and for the future, demand that every organization entitled to representation shall send its full quota of delegates to the Minneapolis convention, November 12, 1906.

Do not allow favoritism to influence you in selecting your delegates. Be fully represented.

Be ably represented by your best, most faithful and experienced members.

**CREDENTIALS.**

Credentials in duplicate are forwarded to all affiliated unions. The original credentials must be given to the delegate-elect and the duplicates forwarded to the American Federation of Labor office, 423-425 G Street Northwest, Washington, D. C.

The Committee on Credentials will meet at the headquarters of the American Federation of Labor six days previous to the opening of the convention, and will report immediately upon the opening thereof at Minneapolis; hence, Secretaries will observe the necessity of mailing the duplicate credentials of their respective delegates at the earliest possible moment to Washington, D. C.

**GRIEVANCES.**

Under the law no grievance can be considered by the convention that has been decided by a previous convention, except upon the recommendation of the Executive Council, nor will any grievance be considered where the parties thereto have not previously held conference and attempted to adjust the same themselves.

**RAILROAD RATES.**

The railroads have agreed to grant to delegates and friends attending the Minneapolis convention of the American Federation of Labor a fare and a third for the round trip from all points to Minneapolis and return, on the certificate plan; that is,

delegates and friends will pay full fare from their starting point to Minneapolis and receive from their home ticket agent a receipt for the full fare paid. This receipt or receipts must be presented to, and countersigned, by the Secretary of the American Federation of Labor and the representative of the railroad companies at the Minneapolis convention. The certificates or receipts after being countersigned at Minneapolis will entitle the holder to a return ticket for one-third of the regular fare. Tickets must be purchased at least thirty minutes before the departure of trains from either point.

Delegates and friends who desire to avail themselves of this special railroad rate may secure further information in detail upon application to their home ticket agents.

Headquarters of the Executive Council will be at the National Hotel.

Delegates should notify chairman of the Arrangements Committee, A. E. Kellington, 122 Corn Exchange, Minneapolis, Minn., stating time of their contemplated arrival at Minneapolis and over which road they will travel.

If there be any further information regarding the convention, or the arrangements for the convenience of the delegates, it will be communicated in a later circular.

SAMUEL GOMPERS, President.

Attest: FRANK MORRISON, Secretary.

JAMES DUNCAN, First Vice-President.

JOHN MITCHELL, Second Vice-President.

JAMES O'CONNELL, Third Vice-President.

MAX MORRIS, Fourth Vice-President.

D. A. HAYES, Fifth Vice-President.

DANIEL J. KEEFE, Sixth Vice-President.

WM. D. HUBER, Seventh Vice-President.

JOS. F. VALENTINE, Eighth Vice-President.

JOHN B. LENNON, Treasurer.

Executive Council American Federation of Labor.

**PRINTING PRESSMEN**

The members of Printing Pressmen, No. 24, have, in common with the Printers, enjoyed an eight-hour workday for some time. Aside from a few cities in the interior of California and some towns in the Northwest, the nine-hour day has prevailed for pressmen. At the recent Pittsburg convention of the International Printing Pressmen and Assistants' Union it was determined to follow the lead of the Printers and establish an eight-hour day for Pressmen. The International Union has a nine-hour agreement with the National Typothetae which expires May 1, 1907, and the convention determined to inaugurate the eight-hour day throughout its jurisdiction on that date. The convention also decided to raise a defense fund to meet possible opposition from the employers. In accordance with this action an assessment will be levied on the members. At its last meeting Printing Pressmen, No. 24, voted an assessment of \$6 per capita on its members, to be paid in monthly installments of \$1. The money raised will go to the International defense fund. As No. 24 has about 325 members, and its membership roll is steadily increasing, the union will contribute over \$2,000 to the eight-hour fund.

International Organizer George L. Berry has been notified by President Martin Higgins that the International Union has approved the new scale of the Printing Pressmen's Union of Oakland. The scale, which provides for an increase from \$19 to \$22 a week, will go into effect next Monday.

J. A. Gaffigan has been elected Recording Secretary of No. 24. His address is 20 Collingwood street.

The Sydney (New South Wales) Labor Council's half-yearly balance-sheet shows a credit balance of over £133. Seats on the municipal bodies will in future be contested by representatives of the Labor Council.

Demand union-label collars and cuffs. They are on the market.

**CLOTHIER  
HATTER  
FURNISHER**

**B. Roman**  
**OUTFITTER**

UNION STORE

724 VAN NESS AVENUE

Formerly Fifth and Market

**Herrmann & Co.**  
1718 Market Str.  
BET. POLK & VANNESSE AVE.  
San Francisco, Cal.

FOR THE BEST

UNION MADE

**\$2.50 and \$3.50 HAT**

NO BRANCH STORES.

**6% OF YOUR SAVINGS**

A Clean Investment is Like a Clean Home—Attractive

**CONTINENTAL BUILDING & LOAN ASSN.**  
OF SAN FRANCISCO  
ESTABLISHED 1889  
**\$3,000,000.00**  
PAID IN CAPITAL IN RESERVE

**DEMAND THIS LABEL**



**On Your Printing**

If a firm cannot place the Label of the Allied Printing Trades Council on your printing it is not a Union concern.



**A. F. OF L. CALLS FOR FUNDS**

The following circular has been issued by the Executive Council of the American Federation of Labor:

WASHINGTON, D. C., September 24, 1906.

To Organized Labor and Friends in the United States—DEAR SIRs AND BROTHERS: Every wage-earner, every member of organized labor, and every sympathizer with our cause must feel gratified with the result of Labor's first skirmish in Maine, where a stinging rebuke was administered to Mr. Littlefield and his allies.

All the trust forces, all the resources of corporate wealth, all the prestige of administrative power were thrown into the fight to save Mr. Littlefield from utter defeat.

Labor, with very slender financial resources, made a clean-cut, straightforward contest, purely on the grounds of securing justice for Labor and the rights of the common people.

As you know, we cut Mr. Littlefield's majority from 5,419 in 1904, to less than 1,000 in the campaign just closed.

Though Mr. Littlefield slipped in, the vote was a moral victory for our cause and will have great influence in the general campaign.

Our problem now is to defeat the enemies of Labor and elect as many as possible of our friends and sympathizers all over the country in the November elections.

There are nominated a number of staunch trade union men in various districts and we want to elect every one of them.

We are grateful for the response made to our first call for funds, but the total already contributed falls far short of what is necessary to carry on the immense campaign in which we are involved.

You will understand that in order that our cause may be adequately presented and defended we must have many trade union speakers in the field, we must distribute a large quantity of printed matter, and in many other ways aid the local organizations in defeating our enemies and electing our friends.

The hostile press of the country and all the resources of trust and corporate power are arrayed against us in a desperate effort to prejudice the people of the country against the justice of our cause and to misrepresent the issues upon which Labor is making this campaign.

The situation is such that it is imperative that we have sufficient funds with which to meet the appeals which are daily made to American Federation of Labor headquarters for assistance in carrying on the great work of Labor's campaign in all parts of the country.

We have accomplished much good preliminary work with the funds which were contributed by the unions in response to our first call.

But we cannot achieve the results which you desire no less than we, unless there is a more general and individual response to our appeal.

*We have refused to accept campaign contributions from candidates.*

You will, therefore, appreciate that we are entirely dependent up *you* for the funds necessary to carry this campaign to a glorious finish.

We now ask that each and every trade union member will individually contribute the sum of \$1 to the campaign fund. In any event, it must be understood that we are glad to receive any contribution, and in any way that the unions desire to assist, but we believe that this personal appeal to each union member is justified by the importance of the campaign upon which we have entered, and we believe the members will respond.

The time is short between now and the November election. What we can accomplish depends largely on the generosity and promptness of your response.

The Secretary of each local union is urgently asked to read this appeal at the first meeting of the union.

It is hoped that the matter will be taken up at

once, the individual contributions made, and the amount forwarded.

At the close of the campaign a full accounting of all receipts and expenditures will be made.

Send all contributions to Secretary Frank Morrison, 423-425 G Street Northwest, Washington, D. C.

EXECUTIVE COUNCIL AMERICAN FEDERATION OF LABOR.  
SAM'L GOMPERS, President.

FRANK MORRISON, Secretary.

**RETAIL CLERKS**

Retail Clerks, Local No. 432, in accordance with the law of the International Union, has been compelled to accept the resignation of one of its charter members, namely, L. D. Wallenstein, who has established himself in business under the firm name of Wallenstein & Frost. Bro. Wallenstein has always taken a very active interest in the welfare of his Local and for three years was one of their representatives in the Labor Council.

In making his farewell address he expressed extreme regret at having to sever his connection with his old associates, and his final act with Local No. 432 was to sign the Retail Clerks' agreements, to conduct a strictly union store, with only union clerks, and to display the Union Store Card.

Look for the Union Store Card.

Don't buy after 6 p. m., except on Saturday.

CHARLES LEE, Secretary.

**STABLEMEN**

Stable Employes' Union, Local No. 404, International Brotherhood of Teamsters, has elected the following officers: President, Thomas F. Finn; Vice-President and Business Agent, John O'Fallon; Secretary-Treasurer, John Killiam; Recording Secretary, D. B. Johnson; Conductor, John Holt; Trustees—H. Crandall (three-year term), Alex Di-jau (two-year term), T. Carlson (one-year term).

The stable-owners have generally agreed to pay the new wage scale of \$3 a day.

The union meets at 1723 Market on the first and third Tuesdays of each month. The headquarters of the organization are located at 182 Fourteenth street.

W. J. Dingee, the Oakland millionaire, is the chief stockholder in the Standard Portland Cement Company, and he has steadfastly refused to grant the men the moderate improvements in working conditions they asked. In a press interview Dingee is reported as saying that he had distributed \$10,000 in gifts to the cement workers last Christmas. This statement, of course, was designed to create the impression that he was not only a fair, but a generous employer. Men who have investigated the matter, however, declare that Dingee's Christmas gifts amounted to \$700, and this was distributed among the office force and the men.

The disorders incident to the strike at Grenoble, France, have subsided, although the men are still out. The factories are still under military guard.

The mean daily number of men employed at Tilbury Dock, London, Eng., was 1,030 in June, as compared with 1,173 in May, a decrease of over 12 per cent.

Returns received from three Co-operative Wholesale Societies in the United Kingdom for the first quarter of 1906, show total sales in their distributive departments amounting to £6,878,828, an increase of 5.8 per cent on the corresponding period of 1901 (i. e., five years ago).

Returns relating to 151,791 members of British trade-unions employed in the engineering trades show that 2.4 per cent were unemployed at the end of June, as compared with 2.5 per cent at the end of May, and 5.0 per cent at the end of June, 1905.

Demand union-label goods.

*O'Connor & Cussen*

SUCCESSORS TO  
O'CONNOR & O'REILLY

UNION TAILORS AND UP TO DATE FURNISHERS, ARE NOW LOCATED AT 132 VAN NESS AVE., WHERE WE HOPE TO SERVE ALL OF THE UNION MEN WITH THE BEST AND LATEST IN TAILORING AND FURNISHINGS AT THE MOST MODERATE PRICES.

**O'Connor & Cussen**

132 Van Ness Ave., Near Hayes

Formerly 33-35 Fourth Street

**Deremer & Co.**

1341 Van Ness Avenue

DIAMONDS  
WATCHES  
JEWELRY  
CUT GLASS  
SILVERWARE

(Formerly of 137 Montgomery St.)

DEREMER & CO.

Employs Only Union Men in All Its Departments

PATRONIZE

**Home Industry**

DRINK

WUNDER BREWING CO.'S

**WUNDER  
BEER**

A San Francisco Product of Unexcelled Quality—Bottled by

**Wunder Bottling Co.**

340 Eleventh St., S. F.

The First Firm in San Francisco to Use the Union Label on Bottled Beer.



# DIRECTORY OF LABOR UNIONS.

Labor Council—Meets every Friday at 8 p. m., at 335 Noe street. Secretary's office and headquarters, St. Helen Hall, 2089 Fifteenth street. Executive and Arbitration Committee meets at headquarters every Monday at 7:30 p. m. Organizing Committee meets at headquarters on second and fourth Thursdays at 8 p. m. Label Committee meets at headquarters on first Tuesdays at 8 p. m. Law and Legislative Committee meets Wednesday evening at 8 o'clock, at headquarters. Headquarters' telephone, Park 845.

Alaska Salmon Packers—Ramon Villanera, Secy.; headquarters, 1131 O'Farrell.

Bakers, No. 24—Meet at headquarters, 1st and 3d Saturdays, 2570 Geary.

Bakery Wagon Drivers—Meets 2d and 4th Sundays, 2570 Geary; headquarters, 1923 Pine.

Bakers (Pie)—Meet 1st and 3d Wednesdays, Mission Turner Hall, 18th and Valencia.

Barbers—J. R. Bleily, Secy., 835 Webster; meet 835 Webster, Mondays.

Barber Shop Porters and Bath House Employees—H. A. Harby, Supto Baths.

Bartenders, No. 41—Headquarters, 427 Ivy ave., P. L. Hoff, Secy.

Blacksmiths (Ship and Machine), No. 168—Meet 1st and 3d Thursdays, 2089 15th.

Blacksmiths' Helpers—Meet 1st and 3d Mondays, 260 Noe.

Bookbinders, No. 31—Meet Saturday, 8 p. m., Twin Peaks Hall, 17th and Noe.

Boot and Shoe Workers, No. 216—Anna Gill, Secy., 960 Capp.

Boot and Shoe Repairers—Geo. Gallagher, Secy., 502 Hickory ave.

Boot and Shoe Cutters—Meet 1st and 3d Fridays, 8:30 p. m., Moseback's Hall.

Brewery Workmen, No. 7—Meet 2d and 4th Saturdays at headquarters, 260 Noe.

Beer Drivers, No. 227—Headquarters, 260 Noe; meet 2d and 4th Thursdays.

Beer Bottlers, No. 293—Headquarters, 260 Noe; meet 1st and 3d Tuesdays at headquarters.

Broom Makers—Meet 1st and 3d Mondays, 1314 Alabama.

Box Makers and Sawyers—Meet at Sheet Metal Workers' Hall, 13th and Market.

Butchers, No. 115—Headquarters, 2774 Bryant; meet every Wednesday p. m., northwest corner 22d and Folsom.

Boat Builders—Meet 1st and 3d Wednesdays, 1408 Golden Gate ave.

Bottle Caners—Miss E. Humphrey, Secy., 4405 20th.

Carriage and Wagon Workers—Meet 2d and 4th Thursdays, 1133 Mission.

Cigar Makers—Headquarters, 339 Noe; meet 1st and 3d Saturdays, at headquarters.

Cloth Hat and Cap Makers, No. 9—J. Blum Secy., Postoffice Station No. 2, Mission Road.

Cemetery Employees—Meet 1st and 3d Wednesdays at Wolfe's Hall, Ocean View.

Coopers (Slack Barrel), No. 28—Meet 3d Wednesdays at Kentucky and 22d.

Coopers (Machine), No. 131—Meet at Potrero Opera House.

Coopers, No. 65—Meet 2d and 4th Fridays at 28th and Church.

Cooks, No. 44—Meet Thursdays, at 8 p. m., at headquarters, 1834 Ellis.

Cloak Makers—Headquarters, 402 Locust; meet Tuesdays, 1411 Geary.

Drug Clerks, No. 472—Meet Fridays, 8 p. m., at headquarters, 1422 Steiner.

Electrical Workers, No. 151—Headquarters, Market and 13th, Sheet Metal Workers' Hall; meet every Tuesday.

Freight Handlers—D. J. O'Meara, Secy.

Furniture and Piano Drivers—Wm. H. Marden, Secy., 147 Fair Oaks.

Foundry Employees—Meet 2d and 4th Thursdays, at Eighteenth and Folsom.

Garment Cutters, No. 45—Meet 2d and 4th Wednesdays, 124A Eureka.

Garment Workers, No. 131—Headquarters, 6 Waller; meet 2d and 4th Wednesdays at 260 Noe.

Gas Workers—Meet 2d and 4th Saturdays, Sheet Metal Workers' Hall, 13th and Market.

Glass Bottle Blowers—Meet Saturdays at 22d and Hampshire.

Glove Workers—Meet 2d and 4th Fridays, 225 Steiner.

Hackmen—Meet Saturdays, Mowry's Hall, Grove and Laguna.

Hotel, Restaurant and Bar Miscellaneous—Headquarters, 1111 Laguna; H. Huber, Secy.

Hatters, C. Davis, Secy., 1458 Market.

Ice Wagon Drivers—Meet 2d and 4th Saturdays at 331 Noe.

Janitors—Meet 1st and 3d Sunday, 2 p. m., Durant School.

Jewelry Workers—Meet 1st and 3d Friday at 260 Noe.

Journeyman Horseshoers—Meet 2d and 4th Mondays, at 24th and Chattanooga.

Laundry Wagon Drivers—D. Leary, Secy., 19th and Bryant.

Leather Workers on Horse Goods—18A Diamond; meet Thursday at headquarters.

Machinists, No. 68—Headquarters, Eagles' Hall, 1735 Market; meet Eagles' Hall Wednesday evenings.

Machinists' Auxiliary, Golden West Lodge, No. 1—L. R. Hooper, Secy., 251 Arkansas.

Machine Hands—D. McLennan, Secy., 981 Valencia.

Molders, No. 164—Headquarters, 3003 Mission; meet every Thursday at Sheet Metal Workers' Hall, 13th and Market.

Metal Polishers—Meet 2d and 4th Tuesdays, 20th and Folsom.

Milkers—Meet 1st and 3d Tuesdays, Gruetli Hall, near Five-Mile House, Mission Road; headquarters, 3884 Mission.

Milk Wagon Drivers—W. E. Decker, Secy., 417 Haight.

Musicians—J. A. Keogh, Secy., headquarters, 68 Haight.

Newspaper Mailers—J. B. Reighley, Secy., 199 Caselli ave.

Pavers, No. 18—J. W. Leary, Secy., 128 Eureka.

Post Office Clerks—G. M. Jones, Secy., 1613 Baker.

Pile Drivers, Bridge and Structural Iron Workers—Headquarters, Folsom St. Bulkhead; meet Tuesdays at 9 Mission.

Picture Frame Workers—Meet 1st and 3d Tuesdays, 936 Fillmore.

Photo-Engravers, No. 8—A. J. Gallagher, headquarters, 416 Oak.

Piano, Organ and Musical Instrument Workers, No. 12—M. Kopp, Secy., 2010 Vermont.

Printing Pressmen, No. 24—James H. Roxburgh, Secy., 506½ Devisadero; meet Sundays, 2 p. m., 335 Noe.

Pattern Makers—Meet 1st and 3d Saturdays, Twenty-second and Folsom.

Press Feeders and Assistants—Ed. McGenity, Business Agent, 155 Henry.

Rammermen—E. M. Gillen, Secy., 617 Mariposa.

Retail Clerks, No. 432—Meet Tuesdays, 8 p. m., at headquarters, 1422 Steiner.

Retail Shoe Clerks, No. 410—Meet Mondays, 8 p. m., at headquarters, 1422 Steiner.

Retail Delivery Drivers—Headquarters, 417 Haight; meet 2d and 4th Thursdays, at headquarters.

Stationary Firemen—Meet Tuesdays, Laurel Hall, Kentucky, bet. 16th and 17th.

Steam Fitters and Helpers—Meet 1st and 3d Wednesdays, at Twin Peaks Hall, T. A. Reardon, 391 Oak.

Steam Laundry Workers, No. 26—Meet 1st and 3d Mondays at headquarters, Twin Peaks Hall, 17th and Noe.

Street Railway Employees, Division No. 205—Headquarters, 835 Webster; meet at 317 Devisadero, Saturdays, 8 p. m.

Street Railroad Construction Workers—J. O'Neil, Secy., 3828 20th.

Sailors' Union of the Pacific—Meet Mondays, 44 East.

Stereotypers and Electrotypers—A. Johnson, Examiner stereotyping dept., Folsom, near Spear; Frank Billington, Secy., 645 Taylor ave., Alameda.

Ship Drillers—E. L. Perret, Bodwin and Wright, near Five-Mile House, San Bruno.

Ship Joiners—Headquarters, 10 Folsom; meet 2d and 4th Sundays, 14 Folsom.

Ship Scalpers—H. Woodville, Secy., 209 6th ave., cor. California; meet Mondays, 1 Vallejo.

Sail Makers—C. H. Hatch, Secy., 371 San Carlos ave.

Soda and Mineral Water Bottlers—Jacob Karn, Secy., 1683 48th ave.

Sugar Workers—Meet at Potrero Opera House, 18th and Tennessee.

Soap, Soda and Candle Workers—C. L. Schilling, 314 Utah.

Stablemen—Meet 1st and 3d Thursdays, at 1723 Market.

Tanners—Meet Wednesdays, 24th and Potrero ave.

Tailors (Journeyman), No. 2—H. T. Ajax, Business Agent, 3826 Grove, Oakland.

Teamsters, No. 85—Headquarters, 523 5th; meet at Stricker's Hall, 28th and Church, Sunday at 2 p. m.

Theatrical Stage Employees—S. I. Simmons, Secy., 434 3d ave.; meet 1st and 3d Tuesdays, St. Helen Hall, 15th and Market.

Typographical, No. 21—Headquarters, 342 9th; H. L. White, Secy.

Upholsterers—J. H. Peacock, Secy.; headquarters, 640 Olive ave.

Undertakers—Meet 1st and 3d Tuesday, 2666 Mission.

Waiters, No. 30—Headquarters, Scott and Eddy; meet Wednesday, 3 p. m., at headquarters, 1195 Scott.

Waitresses, No. 48—Meet Mondays at 2 p. m., at headquarters, 619 Octavia.

Web Pressmen—Meet 1st Monday at 340 9th.

Marshall P. Wilder, at a dinner in St. Louis, was telling railroad stories.

"One summer afternoon I was riding on a Southern train," he said. "It was a hot, bright afternoon. The car was full of sunshine and dust, and the air that swept through the open door was warm and gritty and unrefreshing. Everybody was uncomfortable, and a little boy who sat in front of me had his head poked out of the window all the time in search of coolness. Now and then, with some loud remark, he drew in his head, all coated with dust and soot, and made a few white streaks over its dark surface by dabbing it with a handkerchief.

"The boy's remarks were amusing and all fell into the habit of waiting for them. In the heat and dust and glaring sunshine they seemed to afford us little relief.

"The train after a time struck a serpentine stretch of track, and began to rock from side to side. Now we were hurled to the right; now we were flung violently to the left. On we went, with this crazy rocking motion, and in the distance a tunnel appeared. As, always swaying violently, we drew near the tunnel, the boy in front drew in his dust-grimed head quickly, and in wild excitement shouted:

"By George, I believe we'll miss the hole!"

The rabbi was rehearsing the Sabbath school class in the Book of Esther. "And now," he said, "we will quickly recite the most important characters in this beautiful story. Who can name them in order?" "The king!" shouted a little fellow in the front row. "Correct. Who next?" asked the reverend gentleman. "The queen!" cried another child. "Yes. And now, Jakey, can you tell me the other?" "The Jack," calmly replied Jakey.—Lippincott's.

A new definition of "friend" was given by a Manchester schoolboy the other day in an essay. "A friend is a person who knows all about you, and likes you just the same."

THE SAME GOOD

# Lundstrom HATS

are being made in our old shop in the rear of our Market Street Store, by the same Union Hatters.

Sold at our "Uptown" Store

**530 HAIGHT STREET**  
NEAR FILLMORE

Will resume at our Market Street Store as soon as building is completed.

STRICTLY UNION

**Enterprise  
Brewing Co.**

**2015-25 FOLSOM STREET**

Employs Only Union Men in All Its Departments

BREWERS OF

ORIGINAL EXTRA PALE BOHEMIAN,  
CULMBACHER, PILSENER,  
STEAM AND PORTER

For Sale in all Leading Groceries and Saloons

**SAMUEL McFADDEN & CO.**  
**Undertakers**

The firm of McFadden, McBrearty & Green having dissolved partnership, all bills due the late firm are payable at the parlors of Sam'l McFadden & Co., 1070 Haight St. near Baker. Tel. Park 12.

WHAT MADE ME FAMOUS

**My \$25 SUITS**  
TO YOUR MEASUREMENT  
**NATE LEVY**



(Formerly of Armstrong & Levy.)  
UNION TAILOR  
Note I use the label.

1020 FILLMORE ST., Near Golden Gate Ave.

This is the Label of the  
**Journeyman Tailors' Union**  
OF AMERICA  
used on Custom-Made Clothing



The following named custom tailoring firms, entitled to use the Union Label of Journeyman Tailors' Union of America, Local No. 2, have resumed business and so notified the officers of No. 2. Other firms which may open are requested to notify H. T. Ajax, 3826 Grove St., Oakland, and arrangements will immediately be made to supply them with labels and add their names to this list.

Kelleher & Browne, 16 Octavia St.  
Abe Jacobs, 4036 Eighteenth St.  
H. Levy, 1790 Sutter, cor. Buchanan.  
Bert Armstrong, 941 Fillmore St.  
Nate Levy, 1020 Fillmore St.  
Rosenblum & Abraham, 1050 Golden Gate Ave.  
L. J. Borck, 421 Haight St.  
O'Connor & Cussen, 132 Van Ness Ave.  
L. Lubin, 2425 Mission St.  
H. Cohen, 828½ Devisadero St.  
Gilligan & Harlow, McAllister St.  
Harth, Dixon & McCrystle, Inc., 445 Van Ness Ave.



## LIST OF UNION OFFICES.



## ALLIED PRINTING TRADES COUNCIL.

Abbott, F. H., 605 San Pablo Ave., Oakland.  
 Altwater Printing Co., 2565 Mission.  
 American Printing Co., 355 McAllister.  
 Arrow Printing Co., 2325 California.  
 Art Printery, The, 1208 Golden Gate ave.  
 Artograph Co., The, 790 Turk.  
 Barry, Jas. H. Co., 212 Leavenworth.  
 Bartow, J. S., 906 Harrison.  
 Baumann-Strong Co., 110 Church.  
 Belcher & Phillips, 1617 Mission.  
 Benson, Charles W., 425 Berry.  
 Bohannon, W. G. Co., 3077-3081 Twenty-first.  
 Bolte & Braden, Oak and Franklin.  
 Boulton-Lechner Co., 519 Filbert.  
 Boutes, Louis E., 1833 Green.  
 Britton & Rey, 215 Bay.  
 Brown & Power, 418 Sansome.  
 Brunt, W. N. Co., 391 Jesse.  
 Buckley & Curtin, 1735 Dolores.  
 Bulletin, The, Lombard and Sansome.  
 Calkins Newspaper Syndicate, 24 Clay.  
 Call, The, Third and Market.  
 Canessa Printing Co., 535 Washington.  
 Clements Printing Co., 806 Laguna.  
 Collins, C. J., 3358 Twenty-second.  
 Commercial Art Co., Brady and West Mission Sts.  
 Cooper, F. J., Adv. Agency, Eighth and Brannan.  
 Chronicle, The, Market and Kearny.  
 Coast Seamen's Journal.  
 Crackbon & Tonkin, 22 Leavenworth.  
 Daily News, Ninth, near Folsom.  
 Davis, Nolan Co., Market at Franklin.  
 Davis Printing Co., 1076 Howard.  
 Dettner-Wilson Press, Forty-ninth and Shafter, near Telegraph, Oakland.  
 Eastman & Co., 2792 Pine.  
 Elite Printing Co., 3257 Twenty-fourth.  
 Eureka Press, Inc., 304 Polk.  
 Examiner, The, Folsom and Spear.  
 Fisk & Slyter, 684 San Jose Ave., cor. Twenty-ninth.  
 Francis Valentine Co., 284 Thirteenth.  
 Gabriel-Meyerfeld Co., 2366 Market.  
 Gilmartin & Co., Folsom, near Eighth.  
 Golden State Printing Co., 1842 Sutter.  
 Greater San Francisco Ptg. Co., 14 Leavenworth.  
 Halle & Scott, 1225 Eighteenth Ave., Sunset.  
 Hancock Bros., 567 Williams, Oakland.  
 Hicks-Judd Company, 270-284 Valencia.  
 Hughes, E. C. Co., 725 Folsom.  
 Hayden Printing Co., 1130 Mission.  
 Jalumstein Printing Co., 1326 Eddy.  
 Janssen Printing Co., 1646 Howard.  
 Labor Clarion, 2089 Fifteenth.  
 Lane & Stapleton, 900 Eddy.  
 Latham & Emanuel, 971 Howard.  
 Leader, The, 643 Stevenson.  
 Levison Printing Co., 1540 California.  
 Liss, H. C., 500 Utah.  
 Lynch & Hurley, 3476 Twentieth.  
 Mackey & McMahon, 1731 Mission.  
 Majestic Press, 1919 Ellis.  
 Marshall & Lightburne, 1338 Fillmore.  
 Medina & Co., 3137 Laguna.  
 Mining and Engineering Review, 1225 18th Ave.  
 Mitchell, John J., 248 Ash Ave.  
 Monahan, John, 449 Duboce Ave.  
 Morris & Blair, 3232 Mission.  
 McNeil Bros., 788 McAllister.  
 McNicoll, John R., 615 Sansome.  
 Murdock Press, The, 1580 Geary.  
 Nevin, C. W. Co., 916 Howard.  
 O. K. Printing Co., 2299 Bush.  
 Pacific Heights Printery, 2438 Sacramento.  
 Pernau Publishing Co., 423 Hayes.  
 Peterson, Con H., 33 Ivy Ave.  
 Phillips & Van Orden, 1617 Mission.  
 Phillips, Wm., 712 Sansome.  
 Post, The Evening, 992 Valencia.  
 Primo Press, 1508 Buchanan.  
 Prouty Press, 208 Noe.  
 Richmond Banner, The, 320 Sixth Ave.  
 Recorder, The, 643 Stevenson.  
 Roesch Co., Louis, 2513 Howard.  
 Rooney, J. V. Co., 3237 Nineteenth.  
 Roxburgh & Hastings, 350 Fell.  
 Samuel, Wm., 1474 Market.  
 Sanders Printing Co., 2631 Clay.  
 San Rafael Independent, San Rafael, Cal.  
 Shannon-Conmy Printing Co., 509 Clay.  
 Shaw-Gille Co., 2880 Sixteenth.  
 Spaulding-Graul Co., 914 Howard.  
 Springer & Co., 1532 Geary.  
 Stanley-Taylor Co., Bryant, bet. Third and Fourth.  
 Standard Printing Co., 1511 Geary.  
 Stewart Printing Co., 480 Turk.  
 Stockwitz Printing Co., 1118 Turk.  
 Stuetzel & Co., 57-59 Clementina.  
 Sutter Press, 443 Haight.  
 Telegraph Press, 4150 Eighteenth.  
 Thompson & Adams, 2231 Mission.  
 Tibbets, H. C., 1590 Geary.  
 Townes-Meals Co., 1411 Post.  
 Upton Bros. & Delzelle, 115 Welch.  
 Upton & Williams, 112 Hayes.  
 Valleau & Phillips Co., 686 Thirty-fourth Oakland.  
 Van Cott, W. S., 1561 Post.  
 Walden, Edward, 426 Fulton.  
 Wale Printing Co., Fillmore and Bush.  
 Weiss, M., 639 Baker.  
 Williams, Jos., 1329 Ellis.

## BOOKBINDERS

Althof & Bahls, Alameda.  
 Barry, Ed., 1552 Webster.  
 Brown & Power Co., Clay and Sansome.  
 Hicks-Judd Co., Fourteenth and Valencia.  
 Hughes, E. C., 725 Folsom.  
 Kitchen, Jno. & Co., 1508 Buchanan.  
 McGeeney, Wm., San Francisco.  
 McIntyre, Jno. B., Fifth and Folsom.  
 Malloye, Frank & Co., 1132 Mission.  
 Phillips, Wm., 712 Sansome.  
 Stanley-Taylor Co., 2308 California.  
 Thumblor & Rutherford, 721-723 Larkin.  
 Upton & Williams, 112 Hayes.  
 Webster, Fred, 1250 Hayes.  
 Webster, Fred, Hayes and Devisadero.

## PHOTO ENGRAVERS

Brown, Wm., Engraving Co., 355 McAllister.  
 Commercial Art Co., Brady and West Mission.  
 Davis, Nolan Co., Market at Franklin.  
 Phoenix Photo-Engraving Co., 325 Eighth, Oakland.  
 McCabe & Sons, 38 Sycamore Ave.  
 Sierra Engraving Co., 560 Ninth, Oakland.  
 Western Process Engraving Co., 369 Natoma.

## ELECTROTYPERS AND STEREOTYPERS

Hoffschneider Bros., Brady and West Mission.  
 Tibbets, H. C., 1590 Geary.  
 NOTE.—The office of the Allied Printing Trades Council of San Francisco is located temporarily at 342 Ninth street. Business Agent George A. Tracy and Secretary D. T. Powers may be addressed as above.

## LIABILITY OF FRENCH EMPLOYERS

Because of the liability of the employer for all injuries to the employee more attention is paid to the protection of workmen in France and other European countries possibly than in America.

In France the law presumes the fault of the accident is due to the negligence of the employer. A workman receiving permanent injuries, incapacitating him from work, is entitled to an annual income of two-thirds of his salary; for temporary incapacity he is entitled to claim one-half of his salary. If the workman dies from the result of an accident his wife is entitled to a yearly income of twenty per cent of her late husband's salary if she does not remarry, and a child receives fifteen per cent of the deceased workman's salary until arriving at the age of sixteen; if two children, they receive twenty-five per cent; if three, thirty-five per cent, and if four or more, 40 per cent.

It will be seen, therefore, how greatly it is to the interest of the employer in France to seek for and adopt safety devices in his factory. It is also a direct object to builders to make safety to the operator an important consideration in planning of machines. The French machinery builders have already brought safety in machines to a high degree of perfection.—Daily Consular Report.

John Stuart Mill said that "a strike is wrong when it is foolish."

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**They All Look Alike; but—**

The schooner *Margaret* had been cruising up the coast of Labrador, selling salt to the fishing settlements, and had finally put in at a far northern native village. Many of the native people hastened to go on board, so encased and "bundled up" in furs that the sailors could hardly tell one from another. One of the number, a young man, sat about with such a depressed air that the sailors began to speculate on the cause.

They all agreed that he was the most disconsolate-looking individual they had ever seen; for days they wondered what the matter was. Each one of them guessed, but all guessed wrong. They found out the sad story from a trader who visited them—a man who could speak the native dialect.

"Bill," said the captain to this trader, "there's a fellow sitting over there in the lee of the rail who is the sorrowfullest-looking human being I've ever seen. We all want to know what's the matter with him. Find out, will you?"

The trader was obliging, and for half an hour he jabbered back and forth with the native; and occasionally Bill smiled, and once or twice he laughed. At last he came back to us.

"It's quite a story," he said. "This young man was in love with a girl, but her father was set against the marriage. In that situation it is a common practice around here to steal the girl. Most all marriages here mean a seizure and abduction of the bride, and so this young man prepared to run off with his sweetheart, no matter whether her family was willing or not.

"He got an outfit of dogs and sleds which cost him a good deal of money, and one night he went to her hut and crept in. He didn't want her to cry out, so he stuffed something in her mouth and tied her up with ropes until she and her furs looked like a bag of meal. Then he tied her on to the sleds and, rejoicing at his success, drove all night to get away from her father.

"When daylight came he stopped, untied the ropes and pulled the fur hood back from her face. And then came the sad part of the story. It wasn't the girl at all that he had stolen—it was the old man!"  
—Selected.

**There's a Difference**

A loafer on the street, whose wife was probably at home getting out a neighbor's washing to make money to buy the children's shoes, asked a busy man the other day if he ever saw a baldheaded woman.

"No, I never did," replied the busy man. "And I never saw a woman waltzing around town in her shirt sleeves with a cigar in her teeth and running into every saloon she saw. Neither did I ever see a woman sitting all day at a street corner on a dry goods box, telling people how the Secretary of the Treasury should run the national finances. I have never seen a woman go fishing with a bottle in her pocket, sit on the bank all day and go home drunk at night. Nor have I ever seen a woman yank off her coat and say she could lick any man in town. God bless 'em, the women are not built that way."  
—Kansas City Journal.

A conductor on the O'Fallon Park division of the St. Louis and Suburban Railroad had such a good run of business Sunday afternoon that he had difficulty in keeping himself supplied with small change. Many passengers who patronized his car handed him dollars and bills of larger denominations in payment of their fares. The conductor, however, managed to get along fairly well until a woman carrying a tiny infant boarded his car. When he approached the woman for her fare she handed him a \$5 bill. "Is that the smallest you have, madam?" queried the conductor, fearing another stringency in change. The woman looked at the conductor and then at her baby, and made this surprising reply: "Yes, I have been married only twelve months."  
—St. Louis Globe-Democrat.

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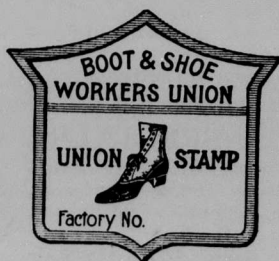
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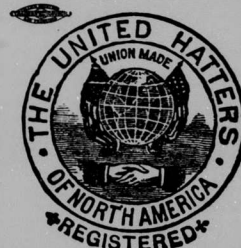


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